

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
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FOI/PA# 1505147-000

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To : SAC, NEW ORLEANS

Date 06/02/2008

From : SA [REDACTED]

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Subject: AUTHORIZATION TO OPEN AND
ASSIGN BELOW LISTED CASE

OPEN A CASE

CLASS: 215 ALPHA: CASE SQUAD: 3 OO: NO

ASSIGNED TO: SA [REDACTED] STATUS:

TITLE OF CASE: DISAPPEARANCE OF [REDACTED]
FROM THE MORNING CLOUD CARGO SHIP
05/23/2008
CRIME ON THE HIGH SEAS - MISSING PERSON

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CASE TYPE: (C)ONTROL / (D)ECLINATION / (R)ECORD CHECK
(BLANK IF INVESTIGATIVE OR ADMINISTRATIVE)

LIST THE FOLLOWING CHARACTERISTICS FOR INDEXING:

NAME	RACE/SEX	DOB/POB	SSAN	ADDRESS
[REDACTED]				

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[REDACTED]

6/4/08

45-NO-72860-1

06/02/08
16:26:27

FD-192

ICMIPR01
Page 1

Title and Character of Case:

[REDACTED]

Date Property Acquired: 05/30/2008
Source from which Property Acquired:
M/V MORNING CLOUD

Anticipated Disposition: DESTROY
Acquired By: [REDACTED]
Case Agent:

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Description of Property: 1B 1
Date Entered

TWO BOXES EACH CONTAINING TWO SWABS OF POSSIBLE STAIN MARKED
AS EVIDENCE MARKER 1

Barcode: E4174353 Location: ECR1 S10 UNIT2 06/02/2008

Case Number: 45-NO-72860 - 1B1
Owning Office: NEW ORLEANS

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FD-192

ICMIPR01
Page 1

Title and Character of Case:

[Redacted]

Date Property Acquired: 05/30/2008
Source from which Property Acquired:
M/V MORNING CLOUD

Anticipated Disposition: DESTROY
Acquired By: [Redacted]
Case Agent:

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Description of Property: 1B 2
Date Entered

ONE SWAB- EVIDENCE MARKER 2

Barcode: E4174354 Location: ECR1 S10 UNIT2 06/02/2008

Case Number: 45-NO-72860 - 1B2
Owning Office: NEW ORLEANS

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[Redacted]

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FD-192

ICMIPR01
Page 1

Title and Character of Case:

[Redacted]

Date Property Acquired: 05/30/2008
Source from which Property Acquired:
M/V MORNING CLOUD

Anticipated Disposition: DESTROY
Acquired By: [Redacted]
Case Agent:

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Description of Property: 1B 3
Date Entered

TWO SWABS- EVIDENCE MARKER 3

Barcode: E4174355 Location: ECR1 S10 UNIT2 06/02/2008

Case Number: 45-NO-72860 - 103
Owning Office: NEW ORLEANS

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FD-192

ICMIPR01
Page 1

Title and Character of Case:

[Redacted]

Date Property Acquired: 05/30/2008
Source from which Property Acquired:
M/V MORNING CLOUD

Anticipated Disposition: DESTROY
Acquired By: [Redacted]
Case Agent:

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Description of Property: 1B 4
Date Entered

ONE SWAB- EVIDENCE MARKER 4

Barcode: E4174356 Location: ECR1 S10 UNIT2 06/02/2008

Case Number: 45-NO-72860 - 1B4
Owning Office: NEW ORLEANS

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[Redacted]

FBI URGENT REPORT**Precedence:** IMMEDIATE**Date:** 05/29/2008**To:** Director
SIOC**From:** New Orleans**Contact:** SSA [REDACTED]**Approved By:** A/SAC [REDACTED]**Drafted By:** [REDACTED]**Subject/Title/Case ID #:** MV MORNING CLOUD
CRIMES ON THE HIGH SEAS
45-NO-72860**Purpose/Synopsis:** MATTER GENERATING SIGNIFICANT MEDIA ATTENTION

INITIAL
URGENT REPORT

The MV Morning Cloud is a 753 ft. British owned Liberian flagged vessel. The crew reported that the Romanian [REDACTED] was missing and believed to have fallen overboard on May 23, approximately 50 nautical miles outside of the Bahamas. The ship, loaded with iron, departed from the Ukraine and arrived in New Orleans on May 28. The Coast Guard boarded the vessel on the 28th and found blood in the Captain's cabin and a message written on the wall (believed to be in Romanian) in shaving cream. The Coast Guard reported that the crew, "was not particularly helpful" in identifying the area where the Captain was lost. The Coast Guard performed a search and rescue for five hours with negative results.

The Assistant United States Attorney for the Eastern District of Louisiana discussed the aforementioned facts with DOJ attorney's Virginia [REDACTED] [REDACTED] as well as Coast Guard legal representatives. The conclusion was that the FBI has jurisdiction to investigate, under Title 18, Section 2280. DOJ and Coast Guard has also been in contact with Romanian and Liberian representatives.

On Friday, May 30, at approximately 11:00 am, New Orleans FBI, along with the Coast Guard Investigative Service and a Liberian representative and possibly a Romanian representative, will board the vessel and conduct an investigation.

UR # 6181

[REDACTED]

6/3/08

45-NO-72860-2

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/02/2008

[redacted] Able Seaman, date of birth of [redacted]
[redacted] country of citizenship of Ukraine, passport number of [redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD which was anchored in the Mississippi River near LaPlace, Louisiana. Also present during the interview was SA [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, that being the disappearance of [redacted] provided the following information:

He has worked in the maritime industry for three years and joined the MORNING CLOUD on April 9, 2008. Before joining the MORNING CLOUD, he was at home in the Ukraine. His duties on the ship include deck work and steering on the bridge.

On May 22, 2008 he completed his day work around 3:00 p.m. After his day work was completed, he got some rest and then had dinner at 6:00 p.m. He then reported for work at 8:00 p.m. and worked on the bridge until midnight.

At approximately 8:30 p.m., the Captain came to the bridge like he normally does. While on the bridge, the Captain spoke to the 3rd Officer about preparing documents for port. The Captain asked [redacted] "How's it going," to which he responded by saying it's okay. The Captain then left the bridge at around 10:00 p.m.

[redacted] saw the Captain everyday from around 8:30 p.m. until around 10:00 p.m. on the bridge. The Captain's normal routine was to come to the bridge at that time each day. The Captain would not speak to [redacted] much, he would just ask some job related questions and ask him how everything was going.

After [redacted] finished his shift at midnight, he got something to eat and then went to sleep at around 12:30 a.m. He woke up at 7:30 a.m. and then ate breakfast. By 8:00 a.m. he was on the deck painting life boats.

Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-3 Date dictated 06/02/2008

by SA [redacted]

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45-NO-72860

Continuation of FD-302 of

, On 05/30/2008 , Page 2

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At around noon on May 23, 2008, he learned that the Captain was missing. The 3rd Officer made an announcement over the ship's intercom. The 3rd Officer said, "Collect in the TV room, open all your cabins, Captain is missing."

The crew was then divided into teams to search for the Captain. [] went to the galley, checked the refrigerators and the provisions room, checked the gymnasium, went to the officer's mess, and then checked cabins. After the crew finished searching the ship, they collected in the TV room. The Chief Officer said that this was a strange situation and instructed them to check everything again. The crew could not find the Captain.

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After the crew searched the ship the first time, the ship turned on a reciprocal course to look for the Captain at sea. By 9:00 or 9:30 p.m., the ship turned around and was back on its original course.

After he learned the Captain was missing, he did not enter the Captain's cabin at anytime.

He met the Captain for the first time in April 2008 and described the Captain as being a good man who was liked by the crew. The Captain was more quiet and did not yell or swear. The Captain was easy to talk to and someone who was receptive to questions. He thinks this was his first time as a Captain.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/02/2008

[redacted]
[redacted] employment address of ZODIAC MARITIME AGENCIES LTD., 13th Floor, Sea Containers House, 20 Upper Ground, London SE1 9PD, United Kingdom, electronic mail account of [redacted] was interviewed aboard the MORNING CLOUD which was anchored in the Mississippi River near LaPlace, Louisiana. Also present during the interview was SA [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, that being the disappearance of [redacted] provided the following information:

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He has worked in the maritime industry since 1984. He is the Chief Officer on the MORNING CLOUD, responsible for deck and cargo operations and second in command of the ship. He has been in this role since February 2008 when he joined the ship. He signed a six month contract to work on the MORNING CLOUD. This was his second assignment with ZODIAC MARITIME AGENCIES LTD. His first assignment was aboard the ship VINE which was a six month contract.

On May 22, 2008, from 4:00 p.m. to 8:00 p.m., he was on duty as evening watch on the bridge. He saw the Captain while on evening watch sometime before dinner which was at 6:00 p.m. The Captain asked him, "How's it going?" He and the Captain had a conversation concerning fresh water and how the ship was consuming more fresh water than it was producing. The Captain was concerned about this, but [redacted] described this as a routine conversation. He said the Captain was concerned about this fresh water problem, but it is normal procedure to have that type of conversation. This was the last time he saw the Captain.

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After his evening watch, he went to the officer's pantry for a drink of milk at 8:00 p.m. He then went to his cabin and worked on documentation, checked papers, and worked on his computer until approximately 11:00 p.m. He went to sleep and woke up at 3:45 a.m. on May 23, 2008. He then began his morning duty on the bridge at 4:00 a.m. which lasted until 8:00 a.m. He said the Captain normally comes to the bridge at 7:00 a.m. [redacted] talked to the Chief Engineer around 7:00 a.m. and the Chief Engineer asked if the Captain was on the bridge. [redacted] said the Chief

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b7CInvestigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860-4 Date dictated 06/02/2008b6
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by SA [redacted]

45-NO-72860

Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 2

Engineer was a little surprised that the Captain was not on the bridge, but thought he must be sleeping. [REDACTED] also said that the Captain works very hard and thought he was sleeping because nothing important was happening.

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At 8:00 a.m., his shift on the bridge was over, and he went to breakfast. At 9:00 a.m. he began a walkthrough on the deck and at 10:00 a.m. went back to his cabin. He was in his cabin from 10:00 a.m. until around 11:30 a.m.

At approximately 11:30 a.m., he received a telephone call from the 2nd Officer. The 2nd Officer informed him that the Captain was not in his cabin. [REDACTED] said the 3rd Officer called the Captain's cabin, but did not get any response. The 3rd Officer went to check the Captain's cabin and found no one inside. The 3rd Officer told the 2nd Officer that the Captain was not in his cabin and then the 2nd Officer called [REDACTED]

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[REDACTED] then went to the Captain's cabin to look for the Captain. He was accompanied into the cabin by the Chief Engineer. The door to the Captain's cabin was closed, but not locked. They also found that the Captain was not inside the cabin. He found nothing unusual in the cabin other than the bed was not perfectly made. He did not notice any white foam writing in the Captain's cabin at the time. He later was informed of the white foam writing in the Captain's cabin and said he was not sure what it means. He was told by the 3rd Officer it is something you would say at New Years time. He thinks the 3rd Officer has seen this writing before in the Captain's cabin.

He thought something was not right when he went into the Captain's cabin because no one had seen the Captain that morning. He instructed the crew to start searching the ship for the Captain. Also around noon on May 23, 2008 he turned the ship on a reciprocal course and started looking for the Captain at sea. He turned the ship around on a course that would take the ship back to the position of midnight the night before. Also at this time he contacted ZODIAK by telephone to inform them of the situation.

He secured the Captain's cabin by locking the door. He asked if anyone had a key to the Captain's cabin and the 3rd Officer found that the Steward had a key. He explained that the Steward had a key to the Captain's cabin because he needed access to clean the room. He identified the Steward as [REDACTED] and also

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Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 3

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called him "Mess boy." He did not search the Captain's room for keys.

[REDACTED] returned to the Captain's cabin on approximately five occasions after finding the Captain was missing. On the first two occasions, he took pictures of the cabin. The first pictures he took did not come out well, so he returned to take additional pictures. He entered the Captain's cabin a few times after taking the pictures to get documents needed for operating the ship.

[REDACTED] provided copies of the pictures he took of the Captain's cabin to the interviewing agents. These pictures are enclosed in an FD 340 in the 1A section of the case file.

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After the crew had searched the ship the first time, he ordered the crew to search a second time for the Captain. The crew was not successful in locating the Captain.

He tried to communicate with the UNITED STATES COAST GUARD but communication was difficult. He talked with the COAST GUARD on the telephone and gave position updates two or three times. He attempted to explain the search area to the COAST GUARD. He saw two orange COAST GUARD helicopters that appeared to be searching for the Captain. He also saw one airplane during the afternoon of May 23 which he believed was a search and rescue plane.

Once nightfall came on May 23, 2008, it was difficult to see into the ocean in the dark. They could not see more than 50 meters away from the ship. He continued to search with the MORNING CLOUD on a reciprocal course until around midnight. At that time, [REDACTED] made the decision to turn the ship back on its original course. He explained this as a very difficult decision and that no one told him to call off the search. When he decided to stop the search, he sent an electronic mail to ZODIAK informing the company he decided to stop the search and turn the ship back on the original course. He did not receive a response to this message.

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He described the Captain as a fair person who was in the middle as far as his leadership style. He did not have a harsh leadership style. No one on the ship had a problem with the Captain. The Captain was not very personable and did not talk about his personal life. [REDACTED] relationship with the Captain was professional. He said the Captain was always alone in his

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45-NO-72860

Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 4

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cabin and was very polite. He did not know if the Captain drank alcohol but does not think so since he never smelled alcohol on his breath. The Captain was an accurate man, normally clean. He said the Captain was married and had one son. After the Captain went missing, he sent a message to the Captain's son. The Captain's son responded with a telephone call and he informed the Captain's son of what happened.

[REDACTED] said the Captain seemed healthy, a medium or skinny build. He said the Captain was not a heavy build. He thinks he was in his late 40s.

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He said the crew mainly liked the Captain. The Captain did not press the men very hard and he was not a hated man. He said everyone on the crew was very surprised at the disappearance of the Captain.

He explained that the Captain would sleep with the door to his cabin closed, but not locked while sleeping. In open sea, when the Captain was walking around the ship, the door would be generally closed. He knows of the safe in the Captain's cabin but said only the Captain had access to the safe. He was not sure if there is a key, but knows there is a combination lock on the safe.

The Captain needed glasses to read, but he did not always wear glasses or have his glasses with him. When [REDACTED] entered the Captain's cabin to look for him, he saw the Captain's glasses in the cabin.

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He also said the Captain does not walk around the ship to get fresh air. He does go to the bridge and bridge wings to smoke, but only walks around the ship to do inspections and for work related reasons. He said it is possible that the Captain could have fallen off the ship, but not too likely for someone with the Captain's experience at sea to fall overboard. He also said the weather on the night of May 22 into the day of May 23 was good. He explained that the ocean was not like glass, but that it was not rocky weather either.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]

was interviewed at his place of employment, MV MORNING CLOUD, while anchored in the Mississippi River at La Place, Louisiana. Also present during the interview was U.S. Coast Guard (USCG) Special Agent (SA) [redacted]. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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On May 23, 2008, at approximately 12:30 p.m., the search for [redacted] began. [redacted] was positioned on the starboard side of the bridge with binoculars searching the water for the Captain if he had gone overboard. On the portside of the ship was the Stewart and Ordinary Seaman (OS). At the start of the search, 12:30 p.m., the ship was turned around. Between approximately 11:00 p.m. and Midnight, the search was stopped and the ship returned to its original course up river toward New Orleans.

[redacted] did not see anything during his search with binoculars. The water appeared white to [redacted] after searching for six to seven hours. [redacted] was relieved of his watch by an OS at 11:00 p.m.

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The Captain was liked by all the crew. He had a son who was a Third Officer with ZODIAC, the same company that operates the MV MORNING CLOUD.

It should be noted that this was a reinterview of [redacted] performed because of statements [redacted] made in his interview. Statements made by [redacted] in both of his interviews gave no indication that the crew and himself were concealing any pertinent information concerning this investigation.

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Investigation on 05/30/2008 at La Place, Louisiana

File # 45-NO-72860-5 Date dictated Not Dictated

by SA [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/03/2008

[redacted]

[redacted] was interviewed at his place of employment, MV MORNING CLOUD, while anchored in the Mississippi River at La Place, Louisiana. Also present during the interview was U.S. Coast Guard (USGA) Special Agent (SA) [redacted]. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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On the evening of May 22, 2008, [redacted] saw the [redacted] the MV MORNING CLOUD, [redacted] the last time before he was determined missing the next afternoon. The Captain was checking with [redacted] to see if everything in the galley was alright. He was following up from that afternoon when he had asked [redacted] if the ship should resupply the galley in Mobile or in New Orleans. The decision was New Orleans.

[redacted] learned the Captain was missing the next day when the public announcement was made to muster in the crew salon. [redacted] searched the galley and the galley storage underneath the galley. The galley was locked at approximately 9:30 p.m. or 10:00 p.m. on the night of May 22, 2008. It remained locked until 5:00 a.m. the next morning.

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The Captain was slim and in good health. He never asked for special meals and ate whatever was prepared. He did not look as though he was under stress. Fifteen days before the Captain went missing, he talked with [redacted] about what galley supplies the ship needed. The Captain seemed happy to be going home soon because his contract was soon complete and he would be leaving the ship.

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The Captain never ate breakfast. He always had lunch, sometimes on time, sometimes late. He always ate dinner late. He typically ate alone. Eating alone is not unusual on a ship for officers because they have different duty times.

Investigation on 05/30/2008 at La Place, Louisiana

File # 45-NO-72860 -6 Date dictated Not Dictated

by [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/03/2008

[redacted]
[redacted]
[redacted] was interviewed at his place of employment, MV MORNING CLOUD, while anchored in the Mississippi River at La Place, Louisiana. Also present during the interview was U.S. Coast Guard (USCG) Special Agent (SA) [redacted]. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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On May 23, 2008, [redacted] of the MV MORNING CLOUD, [redacted] was missing. [redacted] came to the bridge to assist with the search. He was on the bridge and spoke to [redacted] for approximately five minutes before ordered to return to the engine room to start a generator. [redacted] was told by [redacted] that he saw something in the water three times during the search after the ship had reversed course. [redacted] was on watch, on the starboard side of the bridge, with binoculars searching the water for any sign of the Captain. He thought the object he saw may have been a white t-shirt, but was not sure. [redacted] told the Chief Mate and the Carpenter, both on the bridge at the time, that he saw something in the water. The binoculars were then taken away from [redacted] and he was ordered to "keep rudder". The ship turned a different course, but not exactly in the direction of the unknown object. [redacted] that the Chief Mate's face turned white when [redacted] said he saw something in the water. Two birds were flying in the direction of the object.

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[redacted] heard that four to five days after the Captain disappeared, the slope chest door was broken and items were stolen from it. The slope chest was a room on the ship that was used like a store. Sailors bought mineral water and other items from it.

[redacted] believed the FBI should use a lie detector on some of the crew but would not provide names of which crew members. [redacted] believed some of the crew covered up what really happened and will not tell, but [redacted] did not have any evidence or first hand knowledge that the crew did anything to the Captain. [redacted] feels the crew can not control themselves and they get drunk a lot.

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b7CInvestigation on 05/30/2008 at La Place, LouisianaFile # 45-NO-72860-7 Date dictated Not Dictatedby SA [redacted]b6
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45-NO-72860

Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 2

[REDACTED] could not explain to the agents why he believed what he did other than opinions and beliefs.

[REDACTED] heard from [REDACTED] that the Chief Mate was caught by the Captain for sleeping on watch. The Chief Mate had been onboard for four months before the Captain went missing.

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The Captain's contract was almost complete and he would be leaving the ship soon. He was a very kind man and never drank alcohol. The ZODIAC COMPANY, the company that runs the MV MORNING CLOUD, is a very difficult company to work for. The Captain had done a good job and recently passed his dry dock inspection.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/02/2008

[redacted]
[redacted]
[redacted] was interviewed at his place of employment, MV MORNING CLOUD, while anchored in the Mississippi River at La Place, Louisiana. Also present during the interview was U.S. Coast Guard (USCG) Special Agent (SA) [redacted]. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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At approximately 12:00 p.m. on May 23, 2008, [redacted] of the MORNING CLOUD, [redacted] was determined missing from the ship. [redacted] was last seen on the bridge the night before by [redacted]. The night before the Captain went missing was a typical night. At 11:45 p.m. [redacted] reported to the bridge for watch duty. He was updated as to the current conditions of the ship and the sea. He had his evening coffee and then prepared the Captain's report. A report is transmitted by the Captain to the shipping company every night at midnight describing the progress and status of the ship. The previous night, [redacted] as customary, prepared the report for the Captain. The Third Mate called the Captain to the bridge from his cabin five minutes before midnight as typical. [redacted] was known to be always available and responsive. He arrived at the bridge soon after and transmitted his report to the shipping company. As typical, he had his one evening cigarette, while his report was being transmitted. After the report was transmitted, the captain, as usual, thanked [redacted] and said, "See you tomorrow." He then left the bridge, assumed to have returned to bed. [redacted] continued his watch until 4:00 a.m. [redacted] was also present. He stayed outside as a lookout.

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There was typically a meeting at 7:00 a.m. each day to discuss the status of the ship and the voyage. The meeting is between the Captain, the Chief Officer, the Chief Engineer, and sometimes the Bosun is present. [redacted] is sometimes a witness to the meeting. On the day the Captain was determined missing, the meeting was not held. It was thought that since the Captain had

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45-NO-72860

Continuation of FD-302 of [REDACTED], On 5/30/2008, Page 2

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worked hard most of the day before, he needed to sleep in. The Chief Officer told [REDACTED] that the Captain was probably resting.

[REDACTED] had returned to the bridge at 11:50 a.m. for his afternoon watch duty. The Third Mate told him that the Captain did not answer when called for his noontime report to the shipping company. In addition to the midnight report, this voyage required a second report to be prepared and sent at noon each day. The Third Mate did not get an answer when he knocked on the Captain's cabin. The Third Mate checked other cabins and then checked with the Chief Engineer. The Chief Engineer had not seen the Captain. The Chief Officer was then called to the bridge. When the Chief Officer arrived at the bridge, an announcement was made over the public announcement system to muster the crew in the crew salon. When the crew mustered, they were told the Captain was missing and the search began.

At approximately 12:15, the beginning of the first search, the Chief Officer gave the command to turn the ship around in the opposite course. Lookouts were posted on the deck to search for a man overboard. The man overboard alert was made at approximately 12:40. A man overboard can not be made until it is reasonably sure the person is no longer on the ship. A 2182 International Search and Rescue Frequency alert was sent out to other ships. After the first search was completed, a more thorough second search was made. The lookouts remained on the wings during the entire time.

The ship turned back around in the direction of New Orleans at approximately 8:50 p.m. It had become too dark for the lookouts to see the water from the ship and search helicopters with search lights were now in the area.

The Captain was always writing on paper or on a computer. He used a notebook, the same kind as supplied from the ship's stationary. "He was always writing, I sent this..., I sent this..., remind me for tomorrow..." The Captain was well organized and professional.

The Captain was a very approachable person. He was polite with everyone and used a level voice that was clear and calm. He never shouted at [REDACTED]. He would not get upset with crew members that would want out of their contracts early. After the ship left Gibraltar, ten sailors wanted out of their contract. One was turned down by the shipping company at first. The Captain helped the sailor get a review of his request and it was eventually granted.

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45-NO-72860

Continuation of FD-302 of _____, On 5/30/2008, Page 3b6
b7C

The Captain was never drunk. He was never seen to drink alcohol on the ship and not known to drink off the ship.

The only person that may have been upset with the Captain was the previous cook. He left the ship a month and a half ago. The Captain had spoke to him regarding the poor quality of the meals and how the galley was not clean. The cook was replaced.

When asked, _____ speculated that the Captain may have suffered an attack of poor health while out on deck and fallen overboard. Suicide was possible, but unlikely because the Captain never complained. He had a son of similar age as the ship. He treated the ship like it was another one of his children. In addition, his contract was soon to be completed and he would be leaving the ship soon.

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] was interviewed at his place of employment, MV MORNING CLOUD, while anchored in the Mississippi River at La Place, Louisiana. Also present during the interview was U.S. Coast Guard (USCG) Special Agent (SA) [redacted]. After being advised of the identities of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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On May 23, 2008, [redacted] first heard that [redacted] of the MV MORNING CLOUD, [redacted] was missing. [redacted] searched the ship funnel on the low deck and high deck as he was ordered. [redacted] did not enter the Captain's cabin during the search at any time.

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The last time [redacted] saw the captain was when [redacted] got paid his salary on the first or second of May, 2008. [redacted] did not go on deck often and spent the majority of his time in the engine room where he was assigned as the ship motorman.

No one had any arguments with the captain.

Investigation on 05/30/2008 at La Place, Louisiana

File # 45-NO-72860-9 Date dictated Not Dictated

by SA [redacted]

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] employment address of ZODIAK MARITIME AGENCIES LTD.,
13th Floor, Sea Containers House, 20 Upper Ground, London SE1 9PD,
United Kingdom was interviewed aboard the MORNING CLOUD which was
anchored in the Mississippi River near LaPlace, Louisiana. Also
present during the interview was SA [redacted] of the UNITED
STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of
the identity of the interviewing agents and the nature of the
interview, that being the disappearance of [redacted]
[redacted] provided the following information:

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[redacted] has worked in the maritime industry for ZODIAK
MARITIME AGENCIES for 11 years. He is a [redacted] on the MORNING
CLOUD responsible for welding and repairing metal on the ship. He
is on a two month contract to be aboard the MORNING CLOUD and he
has served 45 days of that contract. He is scheduled to get off
the ship in 15 days.

The last time [redacted] saw the Captain was on May 20,
2008. [redacted] was working with the Captain to arrange for his
travel back home at the completion of his two month contract. The
Captain was assisting him with sending a tell-x (phonetic) to
arrange for his travel home.

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[redacted] does not know what happened to the Captain. He
said he knew the Captain was scheduled to go home soon. He has
only interacted with the Captain on two occasions. The first time
was to get his salary from the Captain on May 5, 2008 and the
second was on May 20th when he was arranging for his travel home.
[redacted] primarily works on the deck and he said the Captain does
not come on deck often.

Investigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860-10 Date dictated 06/04/2008by SA [redacted]b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] employment address of ZODIAC MARITIME AGENCIES LTD.,
13th Floor, Sea Containers House, 20 Upper Ground, London SE1 9PD,
United Kingdom was interviewed aboard the MORNING CLOUD which was
anchored in the Mississippi River near LaPlace, Louisiana. Also
present during the interview was SA [redacted] of the UNITED
STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of
the identity of the interviewing agents and the nature of the
interview, that being the disappearance of [redacted], the
[redacted] provided the following information:

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He has worked in the maritime industry for 12 years and
has been aboard the MORNING CLOUD since early April 2008. He is on
a seven month contract to be aboard the MORNING CLOUD. He works on
the deck aboard the MORNING CLOUD. He only works the day shift,
from 8:00 a.m to 6:00 p.m. daily. He normally watches television
after 6:00 p.m. until he goes to bed.

He last saw the Captain at 8:00 p.m. on May 22, 2008 at
the officer's mess. After seeing the Captain at 8:00 p.m., he went
to the television room and watched television until around 8:30
p.m. He went to sleep around 9:00 p.m. and woke up around 7:15
a.m. on May 23, 2008.

He does not know what happened to the Captain. He said
he and other seamen on the ship think the Captain jumped off the
ship. He has never seen anyone fall off of a ship in his 12 years
of experience and thinks it would be unlikely that the Captain
could have fallen off the ship.

He described the Captain as being a good man and that
none of the other members of the crew spoke badly about the
Captain. He said the Captain was scheduled to leave the ship and
go home soon.

[redacted] said the Captain used to be a big man, but now
he has lost weight. He did not see the Captain when he was a big
man, but others on the ship told him that the Captain has lost a
significant amount of weight.

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Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860 - 11 Date dictated 06/04/2008

by SA [redacted]

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45-NO-72860

Continuation of FD-302 of , On 05/30/2008, Page 2

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He advised that the Chief Officer told him and all of the members of the crew to speak only the truth to the police.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD which was anchored in the Mississippi River near LaPlace, Louisiana. Also present during the interview was SA [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, that being the disappearance of [redacted] the [redacted] provided the following information:

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[redacted] has worked in the maritime industry for four years. He came aboard the MORNING CLOUD on April 9, 2008. On the ship he works in the engine room and works with the fresh water supply and the sanitary system.

[redacted] met the Captain for the first time in Greece in early April 2008. During his daily duties in the engine room, he would rarely see the Captain. He said the Captain did not come to the engine room often. He would see the Captain on Sundays because he would ask the Captain for permission to use the telephone to call home. He would also see the Captain when the Captain handed out monthly pay to the crew.

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On May 22, 2008, [redacted] was on watch in the engine room from 8:00 p.m. until midnight. After finishing his watch, he had coffee with the 3rd Officer and then went to bed. He woke up for breakfast and then went to his morning watch in the engine room which was from 8:00 a.m. until noon on May 23, 2008. At the end of his morning engine room watch, at approximately noon, he was instructed to start searching the ship for the Captain.

He does not know what happened to the Captain. He explained that the Captain used to be a much heavier person, but has lost weight. He thinks the Captain may have had a health problem, but he does not know what type of health problem.

He described the Captain as being a very good Captain and a good man. He said the Captain was scheduled to go home from New Orleans very soon. [redacted] also said that the Chief Officer told

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Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-12 Date dictated 06/04/2008

by SA [redacted]

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45-NO-72860

Continuation of FD-302 of , On 05/30/2008, Page 2 b6
b7C

him and the entire crew to tell the truth when he spoke to the police about the disappearance of the Captain.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted] employment
address of ZODIAK MARITIME AGENCIES LTD., 13th Floor, Sea
Containers House, 20 Upper Ground, London SE1 9PD, United Kingdom,
cellular telephone number of +308967255286, was interviewed aboard
the MORNING CLOUD which was anchored in the Mississippi River near
LaPlace, Louisiana. Also present during the interview was SA [redacted]
[redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE.
After being advised of the identity of the interviewing agents and
the nature of the interview, that being the disappearance of [redacted]
[redacted] provided the following
information:

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[redacted] is new to the maritime industry. This cruise
aboard the MORNING CLOUD is his first time working aboard a ship.
He does not speak or understand the English language very well.

The last time [redacted] saw the Captain was two weeks
before the Captain disappeared. He saw the Captain to get a
telephone card.

[redacted] works in the engine room from 8:00 a.m. to 5:00
p.m. daily. He does not see the Captain very often because the
Captain rarely comes to the engine room. Approximately three weeks
before the Captain's disappearance, he saw the Captain in the
engine room because there was a problem with the ship's main
engine.

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He does not know what happened to the Captain. He did
not see the Captain on May 22, 2008. After he completed working in
the engine room at 5:00 p.m. on May 22nd, he watched films and
played games in the television room like he normally does. On May
23, 2008, he woke up around 7:00 a.m. He reported for work in the
engine room around 8:00 a.m. At lunch time, there was an intercom
announcement that he did not understand. The 3rd mate translated
for [redacted] and said that the Captain was missing.

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He described the Captain as being a good man. He said
since the time he has known the Captain, the Captain has been
skinny. He does not know if the Captain was ever a heavy person.

Investigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860 -13 Date dictated 06/04/2008by SA [redacted]b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/06/2008

At approximately 2:00 p.m. on Friday, May 30, 2008, the following individuals boarded the M/V Morning Cloud while it was anchored in the Mississippi River near LaPlace, Louisiana to conduct an investigation into the disappearance of the Master (Captain) of the ship while it was at sea:

<u>NAME</u>	<u>AGENCY</u>
Special Agent (SA) [REDACTED]	Federal Bureau of Investigation (FBI)
SA [REDACTED]	FBI
SA [REDACTED]	FBI
SA [REDACTED]	FBI
SA [REDACTED]	FBI
SA [REDACTED]	FBI
SA [REDACTED]	FBI
Intelligence Analyst [REDACTED]	FBI
Officer of Enforcement [REDACTED]	United States Customs and Border Protection
SA [REDACTED]	United States Coast Guard (USCG)
SA [REDACTED]	USCG
SA [REDACTED]	USCG
[REDACTED]	USCG
	Armstrong Marine Consulting (Representing Liberian Government)

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b7CInvestigation on 5/30/2008 at LaPlace, LouisianaFile # 45-NO-72860-14 [REDACTED] Date dictated 6/5/2008

by SA [REDACTED]

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/02/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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He has worked in the maritime industry for 25 years. He is the current Captain of the MORNING CLOUD, joining the ship on May 27, 2008 in New Orleans, Louisiana. He signed a six month contract to work on the MORNING CLOUD. He was not aboard the MORNING CLOUD when [redacted] disappeared.

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[redacted] reports that the typical Captain's day begins at 6 a.m.-7a.m. Usually the Captain will go to the bridge at 7 a.m. and meet with the duty watch person to make sure everything is alright. After that, the captain will eat breakfast in the galley. This happens typically between 7:30 a.m. and 8:00 a.m. At around 9 a.m., the captain commonly meets with his Chief Mate and Chief Engineer on the bridge. The rest of the morning, the Captain completes paperwork and writes reports until approximately 12:30 p.m. At that time, he eats lunch in the galley. After lunch, commonly Captain's will check in with the bridge duty officer to, again, make sure everything is alright. After which, he retires to his cabin to sleep for a few hours. At around 3 p.m., the Captain has "coffee time". The remainder of the day, the Captain typically responds to message traffic. Messages are reviewed and sent on the bridge, and specifically on the MORNING CLOUD, there is no network computer access in the Captain's cabin, so he must be on the bridge to address messages.

Generally a Captain will not be directly involved with the crew. He mainly deals with the Chief Mate and Chief Engineer. The exception to this is the Captain's contact with the Steward and the Cook. Every day the Steward cleans the Captain's cabin and does the Captain's laundry. Typically the Steward does not have a key to the Captain's cabin, but the door is usually open. If the

Investigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860-15 Date dictated 06/02/2008by SA [redacted]b6
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45-NO-72860

Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 2

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door is closed, it usually means that the Captain does not want to be disturbed.

Aside from the Steward, the crew usually does not enter the Captain's cabin unless the individual has a personal problem that he would like to talk to the Captain about. This typically occurs in the evening. If the Captain deems it to be a serious issue, the Captain will typically notify the company, ZODIAC MARITIME AGENCIES, LONDON. ZODIAC MARITIME AGENCIES, LONDON keeps records of every time the Captain calls the company. Additionally, if a crew member feels that they are not getting their desired response from the Captain, they can call ZODIAC MARITIME AGENCIES directly to try to get help. That is recorded in their log as well.

[REDACTED] came to New Orleans to relieve [REDACTED] who was completing his six month contract. He says [REDACTED] already had his plane tickets and knew he would be getting relieved in New Orleans. [REDACTED] said that when he talked to the crew upon his arrival on the MORNING CLOUD, they said that when [REDACTED] got the message that he was leaving to go home, he didn't seem very happy to go home. Instead, he remained very serious. The crew was really surprised at [REDACTED] disappearance. The crew also told [REDACTED] that [REDACTED] stayed alone a lot and that he was not a very social person. Despite that, they re-emphasized that [REDACTED] was a very good man. Some of the crew had worked with him on prior voyages and stated that he was "all business."

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Automated Serial Permanent Charge-Out
FD-5a (1-5-94)

Date: 06/06/08 Time: 17:09

Case ID: 45-NO-72860 Serial: 16

Description of Document:

Type : FD302

Date : 05/30/08

To : NEW ORLEANS

From : SA [REDACTED]

Topic: INTERVIEW OF [REDACTED]

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Reason for Permanent Charge-Out:

writer made corrections w/ a new fd302

Employee: [REDACTED]

45-NO-72860-16

45-NO-72860



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Interviews aboard the MORNING CLOUD docked in LaPlace, Louisiana, were conducted by Special Agent (SA) [REDACTED] following the disappearance of the [REDACTED]. Also present during the interview was SA [REDACTED] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE.



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45-NO-72860-17



- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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[redacted] is a seaman aboard the MORNING CLOUD. While the ship is docked, [redacted] stands watch on the gangway from 8 a.m. to 6 p.m. [redacted] gives [redacted] the orders of the day. While at sea, [redacted]

On May 21, 2008 at 7:30 a.m., [redacted] saw the MORNING CLOUD's [redacted] on the bridge. They talked about crew changes. [redacted] joined the ship at the same time.

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[redacted] is close friends with [redacted] the ship's [redacted]. On May 23, 2008, [redacted] told [redacted] that he goes to the Captain's cabin every morning to clean his room, but that today at 9 a.m. when he went to the Captain's room, the door was closed. At 10:30 a.m., [redacted] opened the door and entered the Captain's cabin, but he wasn't there. The Second Officer went on watch on the bridge and started asking the crew if anyone has seen the Captain. Nobody had. At 12:15 p.m., the Second Officer went on the Public Address System and informed the crew that the Captain was missing. The crew searched all of the ship's accommodations area. [redacted] stayed on the bridge until 6:00 p.m., then he returned to his galley duty.

[redacted] mentioned that when the Captain joined the MORNING CLOUD, he was a heavier guy who ate regularly. After the ship was in dry dock, [redacted] seemed very stressed out. He started missing dinners, and became very skinny. In dry dock, the MORNING CLOUD had some problems regarding their license. [redacted] cannot recall what the exact problem was, but thinks it had something to do with the ship's certificate. [redacted] feels that the Captain committed suicide and jumped off of the ship.

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b7CInvestigation on 05/30/2008 at LaPlace LouisianaFile # 45-NO-72860-18Date dictated 06/04/2008b6
b7C

by SA [redacted]

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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[redacted] came on board the MORNING CLOUD approximately 40 days ago, while the ship was in dry dock in Greece. [redacted] works the midnight watch in the engine room. Because of his shift, he did not know the Morning Cloud's [redacted] very well. He has spoken to him approximately three times. They interacted in casual conversation at dinner a couple of times. [redacted] also saw [redacted] when he would collect his salary from him.

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[redacted] describes [redacted] as being very professional. He recalls [redacted] coming down to the engine room to assist with a main engine problem. The Captain always seemed happy to help his crew.

On May 23, 2008, [redacted] was in the engine room on duty when he heard, "All crew muster in the TV Room." Once he arrived in the TV room, he was informed that the Captain was missing. The Chief Mate divided people into teams to search for [redacted] searched around 15 to 20 minutes in the engine room, then he returned to his duty in the engine room, which ended at 1600 (4:00 p.m.). When his duty ended, he went to his room and took a shower. He heard the boat change course around 5:30 p.m. Later, he found out that ZODIAC LONDON said, "to go back and find him."

[redacted] says that the crew is scared to talk about the disappearance of [redacted]. He says that he is now in fear of his life. He never used to lock his cabin door, but now he feels like he has to. He also reports that the young crew members hang out together a lot. They get loud at night, especially when they are drinking. Despite the irritation, he says, "There are no real issues however."

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Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-19 Date dictated 06/04/2008

by SA [redacted]

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/05/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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[redacted] speaks very little English. He worked with MORNING CLOUD's [redacted] While he was on the [redacted] talked about his son a lot. [redacted] joined the MORNING CLOUD at the same time as [redacted]

Investigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860 -20 Date dictated 06/05/2008by SA [redacted]b6
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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/05/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

[redacted] speaks very little English. He joined the MORNING CLOUD while it was in dry dock in Greece. He works in the [redacted] and rarely sees the MORNING CLOUD's [redacted] [redacted] only interaction with the Captain was when he had a family issue. The Captain was able to fix his issue.

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b7cInvestigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860 -21 Date dictated 06/05/2008

by SA [redacted]

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/05/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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[redacted] has worked for ZODIAC for 17 years. He joined the MORNING CLOUD while it was in dry dock in Greece. He talked to the MORNING CLOUD's [redacted] six or seven times. These conversations usually were about safety issues. [redacted] was good about communicating with [redacted] about his job, but they would never have any conversations regarding family.

On May 23, 2008, [redacted] was taking a shower and relaxing, when he heard the announcement that the Captain was missing and that all of the crew will muster and then search for him. [redacted] searched on the outside decks. At one point he thought he saw something unusual in the water, but it ended up just being garbage bags. [redacted] turned on a light and searched until midnight.

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b7C

[redacted] says that after the ship yard (the dry dock), it seemed like the Captain was sick. He said the Captain was a good man and always emphasized safety to the crew. He did not ever press any issues.

Since [redacted] became missing, [redacted] has become afraid for his life.

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Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-22 Date dictated 06/05/2008

by SA [redacted]

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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[redacted] has worked in the maritime industry for ten years and has been aboard the MORNING CLOUD for four months. He is the night time bridge watchman and helmsman. His regular shift is from midnight to 4:00 a.m. [redacted] would see and talk to the Captain every day, but they only talked about business. They never talked about family.

[redacted] last saw the MORNING CLOUD's [redacted] during his early morning watch on May 23, 2008 on the bridge joking with the Second Mate about not ever sleeping. 50 minutes after his shift begins and 50 minutes before his watch ends, [redacted] makes his rounds on the boat. He does not recall seeing anything out of the ordinary that night. At around 12:30 p.m. on May 23, 2008, there was an announcement that the Captain was missing. He then went to the bridge and looked for him in the water using binoculars.

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[redacted] describes the MORNING COULD's [redacted] as a "really good man." The crew liked him. Nobody had any issues with him. [redacted] can't believe this is happening, especially considering he was just about to go home. [redacted] did not know if [redacted] had a family, but a friend told him [redacted]

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b7CInvestigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860-23 Date dictated 06/04/2008by SA [redacted]b6
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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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[redacted] has worked in the maritime industry for one year and has been aboard the MORNING CLOUD since January 30, 2008. [redacted] He works 8 a.m.-5p.m.

When [redacted] joined the ship, the MORNING CLOUD's [redacted] asked [redacted] about his family. He would sometimes joke with [redacted] on the bridge. After the ship left Greece, where they were in dry dock, the Captain changed a lot. He became very silent. [redacted] describes [redacted] as a calm guy who does not interfere in matters.

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b7C

[redacted] last saw [redacted] on May 22, 2008. The Captain was having a problem with the international phone in the computer room, and [redacted] was there to fix it.

On May 23, 2008, when the crew was assembled to locate the Captain, [redacted] went to the Captain's cabin. The room was very neat. He saw [redacted] glasses and cigarettes on his desk. After he left the room, somebody locked the door, but he cannot recall who. Afterwards, everybody went to the mess deck and then continued searching.

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[redacted] mentioned that the crew was unable to wash their clothes due to energy and water conservation, and that [redacted] was able to wash clothes in his room, but he didn't use it. [redacted] thinks that he was not using it in respect to the crew not being able to wash their clothes.

[redacted] says the water was calm on the day of the disappearance.

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Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-24 Date dictated 06/04/2008

b6
b7C

by SA [redacted]

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 06/04/2008

To: New Orleans

Attn: Evidence Technician

From: New Orleans
Squad 6/Cyber
Contact: SA [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 45-NO-72860 (Pending)

Title: [REDACTED]
CRIME ON HIGH SEAS

Synopsis: To document the return of evidence.

Details: On June 4, 2008 at 10:35 A.M., Special Agent (SA) [REDACTED] returned the following 1B evidence items to [REDACTED] Special Investigations Unit, Romania.

1B1: Two boxes each containing two swabs of possible stain marked as evidence marker 1.

1B2: One swab - evidence marker 2.

1B3: Two swabs - evidence marker 3.

1B4: One swab - evidence marker 4.

The FD-597 receipt for the return of the items has been placed in a 1-A envelope and made a part of the file.

♦♦

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b7E

b6
b7C

156 [REDACTED] ec

45-NO-72860-25

b6
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COAST GUARD

Case Title: SAR - Person in Water - M MORNING CLOUD (LR) - PIW - 50NM N-NE OF GREAT INAGUA, BS - (PIW)//231738ZMAY08
Case Number: 404361 Activity Number: 3214629

Date/Time 231738ZMAY08 Subject(s) <no subject> Message
Entered By [redacted]

Initial Notification - D7 recieved forwarded email from D5CC of a MAN OVER BOARD from M/V MORNING CLOUD (LR) in position 21-57.7n 073-51w (55NM N-NE OF GREAT INAGUA, BS)

Date/Time 231848ZMAY08 Subject(s) <no subject> Message
From [redacted] sent vessel a inmarsat "c" to contact D7CC immediately..
Entered By [redacted]

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b7C

Date/Time 231848ZMAY08 Subject(s) USCGC TAMPA; MORNING CLOUD Message
Entered By [redacted]

To CGC TAMPA: request conduct call-out via vhf - 2182 to establish comms and have them contact D7CC via [redacted]

Date/Time 231851ZMAY08 Subject(s) <no subject> Message
From CGC TAMPA: Reports completed engine repair and will becoming up to 15kts
Entered By [redacted]

Date/Time 231854ZMAY08 Subject(s) <no subject> Message
Entered By [redacted]

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From OPBAT: AIRCLR 6029C will only have approx 5imn o/s ..D7CC advised them to have the 6029C rtb for fuel then prepare for poss PIW search.

Date/Time 231859ZMAY08 Subject(s) <no subject> Message
From CGC TAMPA: have diverted 2105 and will be o/s with M/V in approx 15min
Entered By [redacted]

Date/Time 231902ZMAY08 Subject(s) USCGC TAMPA Message
From CGC: Nojoy via 2182. Will cont call-outs
Entered By [redacted]

Date/Time 231904ZMAY08 Subject(s) USCGC TAMPA Message
From CGC: reports both MDE's up and proceeding at 17.5kts
Entered By [redacted]

b6
b7C

Date/Time 231907ZMAY08 Subject(s) <no subject> Message
To AIRCLR: briefed on case.
Entered By [redacted]

Date/Time 231918ZMAY08 Subject(s) Zodiac Maritime Agencies, Message
Entered By [redacted]

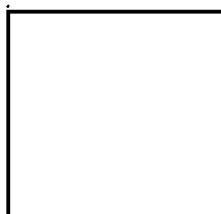
To ZMA: We received a message from the M/V Morning Cloud regarding a man overboard//Yes I am not in the operations department but I will have one of them contact you

Date/Time 232000ZMAY08 Subject(s) <no subject> Message
Entered By [redacted]

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From Capt [redacted] - zodiac - 44-7768-697-537: Reports its actually the CAPT of the vessel that was determined missing. He's a 46yom. Good health. weighs approx 90kilos. No alcohol or pills(medication) was located in his stateroom. It's believed he(the Capt) wasnt wearing a life jacket. Will call back with additional information such as lat/long's and as well as HF.

Date/Time 232032ZMAY08 Subject(s) <no subject> Message
To OPBAT/CGC TAMPA/CG6029/CG2105: All briefed on case specifics.
Entered By [redacted]



45-10-72860-26

9/7/08

b6
b7C

Case Title: SAR - Person in Water - MORNING CLOUD (LR) - PIW - 50NM N-NE OF GREAT INAGUA, BS - (PIW)//231738ZMAY08
Case Number: 404361 Activity Number: 3214629

Date/Time 232036ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED]
OWNING Company
To Capt [REDACTED] - zodiak - 44-7768-697-537; Reports the psn crew last scene Capt on board was in psn 22-31.1N 071-07.9W. he 46yom. 90kilos. No medical contditions. In good health. No alcohol/pills were found in stateroom/ Not taking any medication. The crew dont think he was wearing a life jacket.

Date/Time 232043ZMAY08 Subject(s) USCGC TAMPA Message
Entered By [REDACTED] b6 b7C
From CGC TAMPA: Reports will be in the search area 19401cl

Date/Time 232051ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED]
From CG 2105: Reports can give 2hrs o/s time support before RTB back to GTMO

Date/Time 232057ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED]
DRM briefed on case

Date/Time 232058ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED] b6 b7C
SRP's faxed to GI for CG2105/6029

Date/Time 232110ZMAY08 Subject(s) FBI (miami), Message
Entered By [REDACTED]
To FBI: Filed a missing person report on the Captain//We will not be getting involved. Unless the Captian is a U.S. citizen, the vessel was U.S. Flagged, or they last left a U.S. port, [REDACTED]

Date/Time 232113ZMAY08 Subject(s) Royal Bahamian Defense Force, Message
Entered By [REDACTED]
To RBDF: Briefed/[REDACTED] we have nothing to help search

Date/Time 232137ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED] b6 b7C
AIRCLR / AIRMIA briefed on updates.

Date/Time 232139ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED]
To CGC: inform CG2105 they will not be needed to perform a 1st light search. A AIRCLR C130 will be tasked for mission.

Date/Time 232142ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED]
From OPBAT: H6033 was enroute when exper NAV SYSTEM FAILURE RTB att. Will be switching to the CG6029. eta 30min

Date/Time 232143ZMAY08 Subject(s) Ready Alert, Message
Entered By [REDACTED] b6 b7C
OS1 FRO 17:42 D7 RCVD RPT OF PIW FM M/V MORNING CLOUD (LR) 50NM N OF GI; TAMPA/GI 60/GTMO 25 ENR; EGC RLSD

Date/Time 232143ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED]
To AIRCLR: briefed on 1st light intensions. Will brief AIRCLR OPS & get back to D7 if any concerns

Date/Time 232149ZMAY08 Subject(s) TELENOR, Message
Entered By [REDACTED]
EGC Released: Submitted 08-05-23 21:49. Reference number 26981.

Date/Time 232153ZMAY08 Subject(s) <no subject> Message
Entered By [REDACTED] b6 b7C
From AIRCLR: OPS has no issues with plan of action. Just know clock willl not reset unless they get 10hrs of downtime

Case Title: SAR - Person in Water - MORNING CLOUD (LR) - PIW - 50NM N-NE O GREAT INAGUA, BS - (PIW)//231738ZMAY08
Case Number: 404361 Activity Number: 3214629

Date/Time Subject(s) Entered By
232159ZMAY08 USCGC TAMPA
Message
To CGC TPA: SRP passed to CGC via SIPRCHAT

Date/Time Subject(s) Entered By
232202ZMAY08 <no subject>
Message

NPOC: New Orleans, LA
Natl of
From Capt [] - zodiak - 44-7768-697-537: LPOC: Europe
Capt:Romanian
Name: []

The vessel has been advised to search till sunset then rtn to
original course bound for next port of call

Date/Time Subject(s) Entered By
232208ZMAY08 <no subject>
Message

To F.B.I - SKIP HOGDERG: Briefed on case & advised if Co. believes wrong doing then will
investigate. Really dont have jurisdiction. But if requested the New Orleans office wil engage.

Date/Time Subject(s) Entered By
240149ZMAY08 DR,; D,
Message
To d, dr: Briefed Admiral on case.

Date/Time Subject(s) Entered By
240451ZMAY08 USCGC TAMPA
Message

To TAMPA: Passed updated pattern (subsequent search adjusted to reflect the fact that the TAMPA
mistakenly passed to the aircraft the recommended track spacing (.4NM) as opposed to the planned
spacing (1NM).)

Date/Time Subject(s) Entered By
241230ZMAY08 USCGC TAMPA; AIR STA CLWTR
Message
Passed C130 pattern to AIRCLR and TAMPA

Date/Time Subject(s) Entered By
241333ZMAY08 <no subject>
Message
From USCG 09:34 IRT PIW IN BS LAUNCHED AIRCLR FOR 5 HOUR SORTIE. CASE PENDS

Date/Time Subject(s) Entered By
242019ZMAY08 FBI (miami),
Message

Want to know when the ship is going to be in NOLA also want to know the number of the ships owner
req you email the info to [] or call at []

Date/Time Subject(s) Entered By
242200ZMAY08 <no subject>
Message

to CAMSLANT: do you still have the guard for the C130//neg they are search complete and they have
RTB'ed//rgr

Date/Time Subject(s) Entered By
242224ZMAY08 USCGC TAMPA; DR,; DRM,
Message

to DR/DRM req Actsus, c130 search complete Tampa is search complete//actus granted make sure FBI
meets up with D8 Inspectors once the ship moores

**M/V Morning Cloud**

From: "M/V Morning Cloud" <MorningCloud.A8AW7@andrapido3.com>
To: "00:AMVER - USA" <amvermsg@amver.org>
Sent: 23 May 2008 17:20
Subject: MOB

TO:AMVER USA

FROM:M/V "MORNING CLOUD" A8AW7

FROM POS. LAT 21 57.7N LONG 073 51.0W.

WE HAVE MANOVERBOARD/MASTER OF THE VESSEL

ST = UTC + 04
(13:20)

30/05/2008

(2)

M/V Morning Cloud

From: "M/V Morning Cloud" <MorningCloud.A8AW7@andrapido3.com>
To: "00:AMVER - USA" <amvermsg@amver.org>
Sent: 23 May 2008 19:39
Subject: Re: MOB

TO: AMVER USA
FROM: M/V "MORNING CLOUD" A8AW7

SEARCHING AREA FOR MOB BETWEEN
0400UTC/23MAY LAT 22 31.1N LON 071 07.9W AND 1600UTC/23MAY LAT 21 57.7N
LONG 073 51.0W
COURSE LINE 258/078
BRGDS C/O

STL=UTC+04
(15:39)

30/05/2008

(3)

M/V Morning Cloud

From: "M/V Morning Cloud" <MorningCloud:A8AW7@andrapido3.com>
To: "00 AMVER - USA" <amvermsg@amver.org>
Sent: 24 May 2008 01:26
Subject: MOB

TO: AMVER
FROM: MORNING CLOUD

0120UTC/24MAY LAT 22 15 N LON 072 24 W
WE HAVE DONE EVERYTHING POSSIBLE TO RETRIEVE CAPTAIN
BUT NOW WE HAVE TO STOPPED OUR SEARCHING AND CONTINUE ON PASSAGE.
THANKS FOR YOUR ASSISTANTS

ST = UTC + 04

2128 LT / 23.05

30/05/2008

M/V Morning Cloud

From: "M/V Morning Cloud" <MorningCloud.A8AW7@andrapido3.com>
To: <operations@zodiac-maritime.com>
Sent: 24 May 2008 00:52

TO: [REDACTED]
FROM: MORNING CLOUD

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b7c

DEAR SIR,

VSL'S PSN ON 0050UTC/24MAY LAT 22 15.2 N LON 072 24.3 W
STILL PRECEDING 078 IN SEARCHING THE CAPTAIN.
UNFORTUNATELY NO ANY TRACES OF THE CAPTAIN ON BOARD
AND OVER BOARD AROUND TO POINT WHERE LAST TIME CAPTAIN
SEEN ON BOARD. ABT 65 NM. USCG STILL SEARCHING THIS AREA.
SEARCH MASTERS ACCOMMODATION FOR ANY EVIDENCE OF PROBLEM
CARRIED OUT AND FOUND NOTHING UNUSUAL OR UNEXPECTED. HIS CABIN
CLOSED ON LOCK. ALREADY BECAME DARK. ACORDING MSG#2642666
AND WHEREAS DARK TIME AND INEFFECTUAL EFFORTS IN SEARCHING
DUE TO THAT WE HAVE TO REVERSE COURSE AND HEAD TOWARDS DESTINATION.
SHALL I INFORM AMVER AND/OR USCG ABT OUR INTENTION?

REGARDS C/OFF

24/05/2008

Mid-Gulf Shipping Co. Inc.

From: [REDACTED]
Sent: Monday, May 26, 2008 7:13 AM
To: operations@usgservices.com
Subject: MORNING CLOUD

b6
b7C

For [REDACTED]

Confirming our telephone conversation this morning, we represent Zodiac and its insurers in connection with the disappearance of the master from MORNING CLOUD. We have been asked to board the ship on arrival and otherwise to be available to assist as needed. My contact details are below. Please include me on updates about the ship's ETA and schedule. Please call me if I can be of any assistance. Thanks.

[REDACTED]
PHELPS DUNBAR LLP
Canal Place
365 Canal Street, Suite 2000
New Orleans, LA. 70130-6534
gary.hemphill@phelps.com
Main (504) 566-1311
Direct [REDACTED]
Cell [REDACTED]
Fax (504) 568-9130

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b7C

Charter Agent [Redacted]
Marine Agent
New Orleans USA

 **Wilhelmsen
Ships Service**

b6
b7C

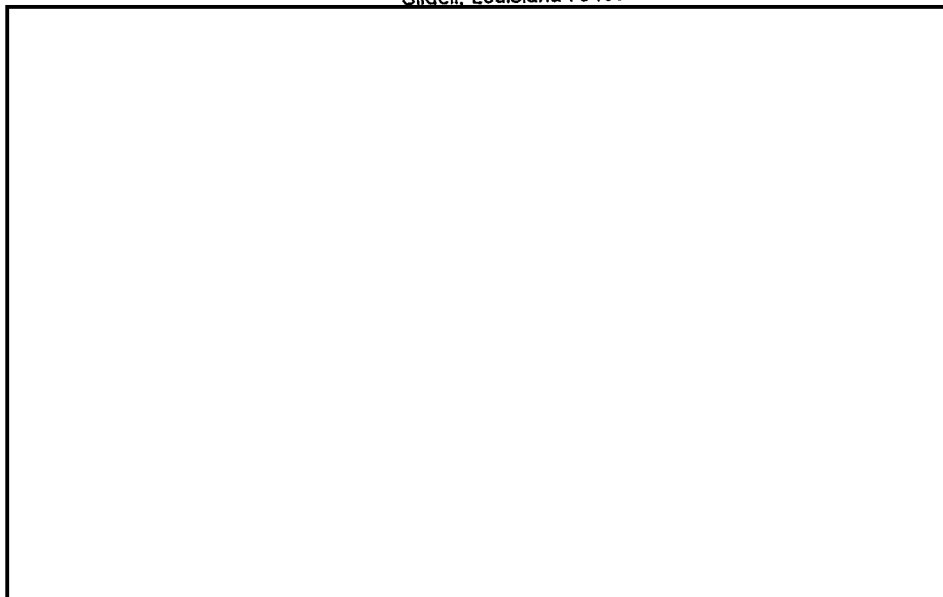
Wilhelmsen Ships Service
Office: 4621 Napoleon Ave., Suite 108 Telephone: +1 504 889-0011
Metairie, LA 70001 Fax: +1 504 889 0022
USA Mobile: [Redacted]
Email: [Redacted]
Internet: www.wilhelmsen.com

Owner Agent

 **USG Services LLC**
[Redacted]
Operations Manager
Tel (504) 835-1212
Fax (504) - 835-1233
Cell [Redacted]
Email: [Redacted]
4760 Pontchartrain Drive
Slidell, Louisiana 70458

Serving all US Gulf Ports

b6
b7C



IMO CREW LIST

☒ ARRIVAL

Page 1 of 1

1. Name of ship M/V " MORNING CLOUD " ~ A 8 AW 7 ~		2. Port of arrival GRAMERCY,LOUISIANA	3. Date of arrival 05/29/2008	
4. Nationality of ship LIBERIAN		5. Last port of call YUZHNIY,UKRAINE		6. Nature and No. of identity document : b6 Passport b7C
7. No.	8. Family name, given names	9. Rank or rating	10. Nationality	11. Date and place of birth

IMO Convention on Facilitation of International Maritime Traffic (FAL, 1965)

1		MASTER	LATVIAN	
2		CHIEF OFFICER	UKRAINIAN	
3		2nd OFFICER	BULGARIAN	
4		3rd OFFICER	UKRAINIAN	
5		CHIEF ENGINEER	CROATIA	
6		1st A/ENGINEER	RUSSIAN	
7		2nd A/ENGINEER	TURKISH	
8		3rd A/ENGINEER	UKRAINIAN	
9		ELECT. ENGINEER	INDIAN	
10		BOSUN	BULGARIAN	
11		ABLE SEAMAN	TURKISH	
12		ABLE SEAMAN	UKRAINIAN	
13		ORD. SEAMAN	BULGARIAN	
14		ORD. SEAMAN	BULGARIAN	
15		ORD. SEAMAN	BULGARIAN	
16		S/BLASTER (SBO)	BULGARIAN	
17		S/BLASTER (SBO)	BULGARIAN	
18		MOTORMAN	UKRAINIAN	
19		MOTORMAN	UKRAINIAN	
20		MOTORMAN	ROMANIAN	
21		ENGINE TRAINEE	UKRAINIAN	
22		ENGINE TRAINEE	UKRAINIAN	
23		COOK	CROATIA	
24		STEWARD	BULGARIAN	
25		FITTER-I	TURKISH	
26		FITTER-A	BULGARIAN	
27		FITTER-B	TURKISH	

12. Date and signature by Master, authorized agent or officer : 05/29/2008

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/03/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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Every morning at 6:45 a.m., Captain [redacted] [redacted] meet on the bridge to discuss the day's activities. After the meeting is over, [redacted] goes to the engine room to make sure everything is running properly. Throughout the day, he returns to the bridge two or three times to keep good communications with the bridge and to check his messages.

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b7C

[redacted] describes [redacted] as a very quiet guy who usually keeps to himself and shows little emotion. He never talks about his personal life or family. [redacted] is "all business and great regarding job communication," but he always seemed like he was under extreme pressure. [redacted] was on the bridge when [redacted] received the message that he was going home once the ship arrives in New Orleans. He was surprised that the Captain remained emotionless, which is very unusual. Another unusual occurrence [redacted] witnessed was that [redacted] did not recently wash his clothes. Typically before captains go home, they wash all of their clothes to prepare themselves for the trip home.

b6
b7C

[redacted] was a good man and Captain. [redacted] recalls the Captain coming down to the engine room to help out when they had engine issues. [redacted] was always willing to help out, even if it meant "getting dirty." [redacted] would smoke together frequently.

The last time [redacted] saw [redacted] was between 3 p.m. and 4 p.m. on May 22, 2008 at "coffee time." The next morning, [redacted] did not show up for their usual morning meeting on the bridge. Later that morning, the Second Mate called [redacted] to tell him that he cannot find the Captain. [redacted] does not recall the time. He responded, "That's impossible for him to be missing."

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b7C

Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-31 Date dictated 06/03/2008

by SA [redacted]

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b7C

45-NO-72860

Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 2

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He's about to go home." [REDACTED] and the Third Mate went to the Captain's room to search for him. The Third Mate was the first to enter the cabin. In the cabin, they found [REDACTED] passport. They also saw the Captain's glasses on the desk. The Captain does not use his glasses when he is on the computer. The room was clean and everything was in place. Everything seemed normal. Nobody really thought it was foul play, they just thought the Captain was missing. ZODIAC LONDON was informed of the situation. [REDACTED] returned to the Captain's cabin to search for documents and a master key. They could not find a master key.

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[REDACTED] took control of the ship and the entire crew began to search the boat. He decided to turn the MORNING CLOUD around and begin on its reciprocal course. He assembled everybody on the deck to search the water. The search took place between noon and 3 a.m., at which time they turned back around and headed back on their original course for New Orleans. [REDACTED] does not recall seeing anything written on the wall in the Captain's cabin. When asked if he could translate "Auguri," [REDACTED] responded, "Auguri Amiche, Cheers to Friends. It is usually for celebrations." Auguri means Cheers in Italian.

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/03/2008

[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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He has worked in the maritime industry for one year. He signed a six month contract to work on the MORNING CLOUD, joining the ship at the same time as [redacted] the ship's previous Captain. He was aboard the MORNING CLOUD when [redacted] disappeared.

[redacted] works approximately 12 hours a day in the engine room. He sees the Captain typically only when he gets paid his salary. This occurs once per month.

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b7C

[redacted] does not know what happened to the Captain regarding his disappearance. He knows that [redacted] was being relieved in New Orleans, Louisiana. He was surprised that the Captain seemed emotionless about his departure, because after six months of being at sea, most seaman are anxious about returning home.

[redacted] says that since the time that the MORNING CLOUD was in dry dock in Greece, that [redacted] seemed extremely stressed out. The last time [redacted] saw [redacted] was approximately three days prior to his disappearance. He saw [redacted] sitting at his desk in his cabin's office as he walked by the Captain's cabin.

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On the day of [redacted] disappearance, [redacted] recalls that he was just finishing his watch when he heard over the radio, "If you've seen the Captain, come to the bridge." Soon after, crew member began searching the MORNING CLOUD. [redacted] searched in the engine room for [redacted] for approximately one to two hours. The overall search for [redacted] started around noon and although [redacted] cannot recall the time it ended, he does remember it was dark out.

Investigation on 05/30/2008 at LaPlace, LouisianaFile # 45-NO-72860-32 Date dictated 06/03/2008by SA [redacted]b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

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[redacted] met the MORNING CLOUD's [redacted] in 2004 where they worked together aboard LUCKY TRANSPORT. [redacted] was the [redacted] on LUCKY TRANSPORT. They worked together on board LUCKY TRANSPORT only two weeks because [redacted] contract was over two weeks after [redacted] joined the ship, so they did not know each other well.

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[redacted] talked with [redacted] this month on the MORNING CLOUD about three or four times because he was having issues with his bank. [redacted] helped him with the bank paperwork. He also talked to [redacted] when he picked up his salary. He recalls [redacted] having a son.

The last time [redacted] saw [redacted] was about ten hours before his disappearance. [redacted] went to the bridge to call his family. The Captain was on the bridge and [redacted] asked him for his permission to call home. The captain gave him a key to use the telephone. After [redacted] finished his call, he came back to return the key to the Captain, but the Captain was no longer there.

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The crew knew [redacted] was going to be getting off the ship in New Orleans. No members of the crew had a problem with the Captain, in fact, the crew did not see him too much. The Captain usually interacts primarily with the officers on board.

[redacted] describes [redacted] as a gentleman. He says that the dry dock time in Europe was really hard for [redacted] says that this was [redacted] first voyage as Captain. He doesn't know of anyone on board that could have been involved in the disappearance.

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Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-33 Date dictated 06/04/2008

by SA [redacted]

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b7C

45-NO-72860

Continuation of FD-302 of _____, On 05/30/2008, Page 2

When [] disappeared, [] was on the bridge. The crew divided into teams to search for the Captain. The Chief Mate took charge. [] says that he did not go into the stateroom of the Captain after the disappearance. He stayed on the bridge from noon to 1:15 p.m. He then went to the engine room to collect the team and turn the boat around. After that, he returned to the bridge.

b6
b7c

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/05/2008

[redacted]
[redacted]
[redacted] was interviewed aboard the MORNING CLOUD. Also present during the interview was Special Agent [redacted] of the UNITED STATES COAST GUARD INVESTIGATIVE SERVICE. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

b6
b7C

[redacted] has been working in the Maritime Industry for 36 years. He has been working for ZODIAC for 12 years. [redacted] joined the MORNING CLOUD at the same time as the MORNING CLOUD's Captain, [redacted]

Every morning, [redacted] goes to the bridge at 6:45 a.m. to meet with the ship's officers to plan the day. The Captain arrives on the bridge at 6:50 a.m. every day. The last time [redacted] saw [redacted] was on May 22, 2008 at the morning meeting.

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b7C

On May 23, 2008, the ship's chief officers met on the bridge, as they always do, but the Captain was not present. They waited until 7:20 a.m. for [redacted] but he never showed up. [redacted] went to his cabin for tea. After lunch, around 12 p.m., there was an announcement that the Captain was missing and that is when the crew began to search.

[redacted] says that after being in dry dock in Greece, that [redacted] lost a significant amount of weight. He thinks perhaps the Captain had a medical issue such as Cancer because of this dramatic weight loss.

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Investigation on 05/30/2008 at LaPlace, Louisiana

File # 45-NO-72860-34 Date dictated 06/05/2008

by SA [redacted]

b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/06/2008

On May 30, 2008 at approximately 2:30 p.m., contact was made with Captain [REDACTED] employed by Zodiac Maritime Agencies (ZMA), of 13th Floor, SEA Container House, 20, Upper Ground, London, England, telephone number +44-207-333-2330, while onboard the Morning Cloud cargo ship which was anchored in the Mississippi River near La Place, Louisiana. [REDACTED] for ZMA and arrived on the Morning Cloud after the disappearance of Master [REDACTED] from the vessel as it sailed off the coast of the Bahamas.

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[REDACTED] assisted with the coordination of interviews of the Morning Cloud crew members and the agents with the Federal Bureau of Investigation and United States Coast Guard. [REDACTED] also provided copies of ship documents to Special Agent [REDACTED]

These documents, which included the Beaufort Notation Tables and the daily course headings, sea conditions and security reports for the dates of May 22 - May 24, 2008, and blueprints of the bridge will be maintained in the 1A section of the file.

Investigation on 5/30/2008 at La Place, LouisianaFile # 45-NO-72860-35 Date dictated 6/6/2008by SA [REDACTED]b6
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/06/2008

On May 30, 2008, following the boarding of the M/V Morning Cloud that was anchored in the Mississippi River near LaPlace, Louisiana, Special Agent (SA) [redacted] made contact with [redacted] for Admiral Security, telephone number [redacted]. Admiral Security Officers had boarded the ship on May 29, 2008 and secured the crew members and Master [redacted] stateroom and adjoining office. A security guard was posted outside the door to the Captain's stateroom.

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At approximately 3:14 p.m. on May 30, 2008, [redacted] turned over the keys to [redacted] stateroom to SA [redacted]. SA [redacted] released these keys to SA [redacted] of the Evidence Response Team (ERT) at approximately 3:30 p.m. in order for the ERT to conduct a crime scene investigation inside [redacted] stateroom.

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Investigation on 5/30/2008 at LaPlace, LouisianaFile # 45-NO-72860 -36 [redacted] Date dictated 6/6/2008

by SA [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/06/2008

[redacted] of Phelps Dunbar law firm, 365 Canal Street, New Orleans, Louisiana, telephone number [redacted] was contacted onboard the Morning Cloud cargo ship while the ship was anchored in the Mississippi River near La Place, Louisiana. After being advised of the identity of the interviewing agent and the nature of the interview, [redacted] provided the following information:

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[redacted] boarded the Morning Cloud on May 28, 2008 while the vessel entered Southwest Pass in the Mississippi River. [redacted] and his law firm, Phelps Dunbar, represent Zodiac Maritime Agencies (ZMA), Ltd., 13th Floor, Sea Containers House, 20, Upper Ground, London, England, telephone number +44-207-333-222. ZMA manages the vessel for the owner, High Seas Navigation (No.2) Inc., 80 Broad Street, Monrovia, Liberia.

[redacted] provided a packet titled, "Investigation Materials" that he compiled from his investigation while on the Morning Cloud. Various ship documents including the vessel specifications, crew list and nautical coordinates were compiled in the packet. Also included in the packet was a signed statement by all crew members signifying they cannot provide any information to the whereabouts of missing Master [redacted].

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The Investigation Materials packet will be maintained in the 1A section of the file.

Investigation on 5/30/2008 at La Place, Louisiana

File # 45-NO-72860-37 Date dictated 6/6/2008

by SA [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/06/2008

On June 3, 2006, Special Agent [] received from [] of Phelps Dunbar law firm, 365 Canal Street, Suite 2000, New Orleans, Louisiana, telephone number [] a copy of the Liberian Articles of Agreement (LAA). The LAA pertains to the investigation of the disappearance of Master [] [] onboard the Liberian flagged Morning Cloud cargo ship while the vessel was sailing near the Bahamas en route to New Orleans.

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The LAA is a signed document by all the Morning Cloud crew members signifying they are in agreement with the Republic of Liberia Bureau of Maritime Affairs rules and regulations. The LAA also contains each crew member's personal and employment information.

The LAA will be maintained in the 1A section of the file.

Investigation on 6/3/2008 at New Orleans, Louisiana

File # 45-NO-72860-38 [] Date dictated 6/6/2008

by SA [] []

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 06/06/2008

To: New Orleans

From: New Orleans

Squad 3

Contact: SA [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 45-NO-72860 (Pending)

Title: DISAPPEARANCE OF MASTER [REDACTED]
FROM THE MORNING CLOUD CARGO SHIP
5/23/2008
CRIME ON THE HIGH SEAS - MISSING PERSON

Synopsis: To document meeting at the New Orleans FBI office.

Details: At approximately 9:00 a.m. on June 4, 2008, a meeting was held at the New Orleans office of the FBI regarding the captioned matter. The following individuals were present during the meeting:

<u>NAME</u>	<u>AGENCY</u>
SSA [REDACTED]	FBI
SA [REDACTED]	FBI
SA [REDACTED]	FBI
SA/TFO [REDACTED]	U.S. Coast Guard (USCG)
CDR [REDACTED]	USCG
AUSA [REDACTED]	U.S. Attorney's Office
OE [REDACTED]	U.S. Customs and Border Protection
[REDACTED]	Romanian Chief Prosecutor
[REDACTED]	Romanian Prosecutor
[REDACTED]	Romanian Police
[REDACTED]	Romanian Embassy

♦♦

[REDACTED] 6/9/08

158 [REDACTED] 03. EC

45-NO-72860-39

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted]
[redacted]
[redacted] was contacted aboard the MV Morning Cloud, at which time he was advised of the identities of the interviewing Agents and that the contact concerned the disappearance of Captain [redacted] at sea around May 22, 2008. He thereafter advised as follows:

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He has been employed by the Zodiac Maritime Agency for approximately two years and he started out as a mess boy for about eight months and is currently in his first contract as an Ordinary Seaman. He came on board this ship around December 2, 2007 in Slovenia and Captain [redacted] came around that time also. Captain [redacted] was already on the ship which had two Captains until [redacted] got off in Italy later.

[redacted] stated he normally only saw the Captain twice daily usually once in the morning and once in the afternoon. This occurred when he would go on the bridge to give the soundings to the Chief Officer. He would exchange general pleasantries with the Captain and he occasionally would speak to him in the mess hall.

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He never saw the Captain have any arguments or fights with any of the crew and he felt he was a good man to work for.

He stated that the ship was in dry dock in Greece for approximately fifteen days and he did not think the Captain ever went ashore and he appeared to have been losing weight. He said the Captain smoked cigarettes frequently all over the ship but he never saw him drink.

He recalled the Captains Office as very neat the only time he went inside it.

[redacted] last saw the Captain around 1800 hours and he was typing messages on the computer on the bridge. He was on the bridge again at 0700 hours the next day, May 23, 2008, and the Captain was not there. Around 1130 hours, he learned that the Captain was missing and the entire crew was ordered by radio to stop lunch and come to a certain area. Everyone was broken down into search teams and began to search the entire ship and there was

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Investigation on 05/30/2008 at Laplace, Louisiana

File # 45-NO-72860-40 [redacted] [redacted] Date dictated _____
by SA [redacted] SA [redacted]

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45-NO-72860

Continuation of FD-302 of , On 05/30/2008, Page 2

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no sign of the Captain or any indication of what may have happened to him.

He does not think any of the crew would have harmed or have done anything to the Captain. He could offer no explanation as to what might have happened to him.

was aware that the Captain was due to be getting off the ship when ir arrived in Louisiana.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

[redacted] MV Morning Cloud, was contacted aboard this ship at which time he was advised of the identities of the interviewing Agents and that the contact concerned the disappearance of Captain [redacted] at sea around May 22, 2008. He thereafter advised as follows:

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He was born on [redacted] and he currently resides at [redacted] and he has been issued [redacted] He has a personal e-mail address of [redacted]

He began work as a deck hand in training for approximately five months beginning around June 29, 2005 and he is currently in his third contract. He next worked as an ordinary seaman for approximately seven months beginning in March of 2007. His third contract was as a deck cadet and he boarded the MV Morning Cloud in Derince, Turkey around October 1, 2007. He received \$450 dollars per month salary as a deck cadet until he was promoted to the position of Third Officer in February, 2008, and his salary was raised to \$3,000 per month. He was promoted by Captain [redacted] who came on the ship around December 10, 2007, in Slovenia and this was his first time as a Captain. There was another Captain [redacted] already on board and therefore there were two Captains until Captain [redacted] and [redacted] left which he believes was in Italy several days later. While both Captains were on board together, Captain [redacted] stayed in one of the pilot cabins while Captain [redacted] stayed in the Captain's quarters.

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[redacted] advised that as the Third Officer he was in charge of all life saving equipment on board including the fire extinguishers. He also prepares documents for the Captain such as when the ship is arriving at a port and he also maintains a watch on the ship's bridge. He stated that he can send e-mail or talk on the ship telephone as can other members of the crew.

The meals on board are breakfast at 0730 - 0800 , lunch at 1200 - 1230 and dinner at 1800 - 1830 hours. He normally works on the deck from 0800 - 1600. Thereafter he works some and some times rests from 1600 - 2000 and his normal watch on the bridge is

Investigation on 05/30/2008 at Laplace, Louisiana

File # 45-NO-72860-41 [redacted] Date dictated _____

by SA [redacted]
SA [redacted]

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45-NO-72860

Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 2

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from 2000 - 2400. He stated that the Captain usually meets with the Chief Officer and the Bosun and sometimes with the Chief Engineer daily around 0700 on the bridge and the Captain normally has coffee and cigarettes there. Each day around noon, the Captain or the Second Officer would send messages regarding the ships present location, the weather, the diesel and oil consumption, etc.

He stated the Captain ate lunch alone sometimes and would often eat dinner late by himself. He described the Captain as a good guy who was easy to work for and described him as good natured and also stated that he never had any arguments or confrontations with any of the crew. He also knew that the Captain had a son who also worked for Zodiac Maritime Agency but he never spoke much about his family.

[REDACTED] last saw Captain [REDACTED] around 2000 hours on May 22, 2008, when he came on the bridge as [REDACTED] started his watch. Around 2120 -2150 hours the Captain departed the bridge and told [REDACTED] to call him in his cabin when the Second Officer relieved him for watch on the bridge at 2400 hours. He called the Captain at that time and informed him of the shift change and recalled the Captain sounded as if he had been sleeping. He then went to the officer mess area and had a snack and then went to sleep. The Second Officer, [REDACTED] had the watch from 0000 - 0400 hours and was replaced by the Chief Officer who had watch from 0400 - 0800 hours.

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He recalled that he came to the bridge around 1120 hours and at 1130 hours he called the Captains cabin twice as nobody had seen or heard from him that morning and there was no answer each time. Around 1145 hours the Second Officer told him to go to the Captains cabin which he did. The door was closed but not locked which is normally the case. He walked in the cabin and looked around and did not see the Captain or anything out of the ordinary and he went back and informed the Second officer. He also saw the ship steward who told him that the Captain did not eat breakfast that morning and he had not seen him and [REDACTED] reported this to the Second Officer. A short while later, he and the steward and the Chief Engineer entered the room again to look for the Captain.

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[REDACTED] was asked about the word that was written on the wall in the Captains office area and stated he thought it had been there since possibly December. He said the former Captain of the ship had wrote it there and he did not know what it meant.

45-NO-72860

Continuation of FD-302 of , On 05/30/2008, Page 3b6
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Thereafter, he used some spare keys to search other cabins for any sign of the Captain.

stated that the Captain had lost some weight since he first boarded the ship and recently he seemed tired and possibly stressed as this was his first time as Captain. He said that the Captain's job is a difficult one and he seemed nervous about it. He normally would only see the Captain on deck a few times and this would only be for short periods or as they passed each other.

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He said the Captains area was nice and neat when he entered his cabin and he recalled seeing his reading glasses and his cigarettes and lighter on the desk. He said the Captain would not always have his reading glasses around his neck when he came to the mess hall or to the bridge and the Captain had sent him to his cabin several times to retrieve them for him. He did say the captain would normally have his cigarettes with him.

reiterated that he had never known the Captain to have any fights or arguments with any of the crew and the only explanation he could provide for his disappearance was that the Captain could have jumped over.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/03/08

[redacted] was contacted aboard the Ship, MV Morning Cloud, at which time he was advised of the identities of the interviewing Agents and that the contact concerned the disappearance of Captain [redacted] at sea around May 23, 2008. He thereafter advised as follows:

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He was hired by the Zodiac Maritime Agency for his job as a steward and he is currently on his third contract with them. The first contract was for seven months, the second one he only worked twenty days of the contract and then the third one which he was presently working under. He started his third contract on December 10, 2007, aboard the MV Morning Cloud and his steward duties include helping serve three daily meals to the officers and cleaning the officers cabins. He stated that the ship was last in port around April 8, 2008 where it was dry docked in Greece for repairs for one or two days and then went to Ukraine for one day to pick up a load of ore and around May 1, 2008 departed to Laplace, Louisiana.

He stated breakfast is served at 7:30 a.m., lunch at 11:30 a.m. and dinner at 5:30 p.m. He normally wakes up at 5:00 a.m. and goes to sleep around 10:00 p.m. He cleans the following cabins on a daily basis: Captain's, Chief Officer's, Chief Engineer's and the First Engineer's, all of which are located on the Upper deck. He usually starts cleaning the Captains first around 9:00 a.m. after breakfast. He always sweeps, mops, empties the garbage and ash tray and washes any glasses left out. He also changes the bed sheets approximately once a week and removes them and makes the bed with fresh sheets. He advised the Captain always made his bed up and the only time he made it up was when he replaced the bed sheets after he had removed the old ones. It normally takes him about fifteen to twenty minutes to clean each room.

He recalled last cleaning the Captain's room on the morning of May 22, 2008 and he last saw the Captain around 9:00 p.m. on the night of the 22nd on the bridge. After breakfast on the 23rd, he went to clean the Captain's room around 9:00 a.m. as usual and the Captain's door was closed. He said the door has always been open and he did not try to open it to see if it was

Investigation on 05/30/2008 at Laplace, Louisiana

File # 45-NO-72860-42 [redacted] Date dictated _____

by SA [redacted]
SA [redacted]

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Continuation of FD-302 of [REDACTED]

, On 05/30/2008 , Page 2

unlocked as he thought the Captain was inside. He believes he told the Chief Officer about the door who told him the Captain must be sleeping inside.

[REDACTED] advised that some of the other Officers on the ship go to the Captains office for briefings but he himself is usually the only other crew person to go into his cabin.

He has never had a problem with the Captain and has never been aware of any argument or problem between the Captain and any other crew mate. He believes the Captain drinks a beer or two but he was not aware of him ever drinking hard liquor or using any type of drugs. He has seen the safe in the Captain's office when he was cleaning but he does not know what is in it and has never seen it opened.

Around lunchtime on May 23, he and the Third Officer went to the room to see if the Captain was inside. The Third Officer had previously called his room and when he received no answer he and [REDACTED] went to the cabin and when the Captain did not answer, the Third Officer opened the door and went inside and the Captain was not there.

He was asked about the word, "auguri" written in white on the Captain's desk. He said that word had been there since around New Years Day and he believes it may have been written by the previous Captain, [REDACTED]. He did not know what it meant. He believes Captain [REDACTED] came on the ship around December 10, 2007, and there were two ship captains for a couple of weeks.

He was asked about a discolored red stain which was on the floor in the bathroom and stated he does not ever remember seeing it or anything that may have been blood on the floor. He stated the Captain smoked everywhere on the ship including his room and not just outside on the deck. He also said that the Captain would wear reading glasses around his neck but he would leave them in his office sometimes. He also would usually leave a glass he had used on the table. [REDACTED] looked at some color photographs of the Captain's room and stated it looked as he always remembered it and nothing looked out of place or out of the ordinary.

He was asked what he thought may have happened to Captain [REDACTED] to which he replied that he did not know what may have

Continuation of FD-302 of [REDACTED], On 05/30/2008, Page 3b6
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happened to the Captain but it was certainly very strange. He did not believe any of the crew was involved in the Captain's disappearance.

[REDACTED] provided his date and [REDACTED]
[REDACTED] and provided his home address as [REDACTED]
[REDACTED]
He was issued Bulgarian Seaman's Book [REDACTED] and had U.S.
Visa [REDACTED]

[REDACTED] concluded saying he was due to get off the ship in Louisiana as were the Captain and eight other crew members.

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U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No. 45-NO-72860

New Orleans, Louisiana
June 5, 2008

DISAPPEARANCE OF MASTER [REDACTED]
FROM THE MORNING CLOUD CARGO SHIP
MAY 23, 2008
CRIME ON THE HIGH SEAS - MISSING PERSON

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On May 23, 2008, the Master (Captain) of the M/V Morning Cloud, a 753-foot Liberian flagged bulk cargo ship, disappeared while the Morning Cloud was at sea. The Morning Cloud was sailing several miles off the coast of the Bahamas en route to New Orleans from the Ukraine with a load of ore when Master [REDACTED] of Romanian nationality was first reported missing. Approximately 12 hours elapsed from the time Master [REDACTED] was last seen until it was determined he was missing. Twenty-six crew members of various foreign nationalities were aboard the Morning Cloud at the time of Master [REDACTED] disappearance.

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The crew members of the Morning Cloud conducted a search of the entire ship for Master [REDACTED] and also changed course and searched for several hours at sea but with no positive results. The United States Coast Guard (USCG) was contacted by the Morning Cloud who conducted a search for Master [REDACTED] by air and sea but were also unable to locate him.

On May 30, 2008, the Morning Cloud arrived in New Orleans and anchored upriver near LaPlace, Louisiana. At approximately 2:00 p.m., Special Agents of the New Orleans office of the Federal Bureau of Investigation (FBI) and the USCG and an Officer of Enforcement with the United States Customs and Border Protection boarded the Morning Cloud to conduct an investigation into the disappearance of Master [REDACTED]. Also accompanying the investigation team aboard the Morning Cloud was the President of Armstrong Marine Consulting who was representing the Liberian government.

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All twenty-six original crew members were interviewed by the agents and the new Master that came onboard the Morning Cloud after Master [REDACTED] was confirmed missing was also interviewed. Most of the crew members were fluent with the English language. However, a few members were limited with their speaking and understanding of English. While the interviews were being conducted, the FBI's Evidence Response Team (ERT) conducted a crime scene investigation of Master Iliescu's stateroom

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45-NO-72860-44

and adjoining office. It should be noted that upon the FBI boarding the Morning Cloud, agents were met by Admiral Security officers who had boarded the ship the previous day along with the USCG to secure the crew and Master [redacted] stateroom. Also onboard the Morning Cloud was a port Captain for Zodiac Maritime Agencies (ZMA) and an attorney from a New Orleans law firm which was representing ZMA, the managing agent for the Morning Cloud.

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The results of all the crew member interviews gave no indication that a crime occurred on the Morning Cloud that resulted in the disappearance of Master [redacted]. No crew member observed anyone harming Master [redacted] or heard of any crew member harming him. Information obtained from the crew member interviews included but is not limited to the following: no member of the crew was angry with Master [redacted] and everyone got along with him; Master [redacted] was mostly a private person and didn't socialize very much with the crew; this was Master [redacted] first voyage as Master; he was meticulous and wanted things done right and often would complete a task on his own; he did not talk often of his family; after dry-docking in Greece, the crew noticed a change in Master [redacted] behavior - he became stressed, lost weight and did not look healthy; he complained to some that he didn't sleep well; when he received news that he was going home to Romania for a vacation once he arrived in New Orleans, he showed no emotion or signs of happiness that other crew members said is contradictory to the emotions normally exhibited by a crew member who has been out to sea for several months and is told he can go home on vacation.

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There was no indication from the interviews that Master [redacted] had any enemies onboard the Morning Cloud or that any crew member would do Master [redacted] any harm. None of the crew members implicated any other crew member with Master [redacted] disappearance. Crew members also stated that it was hard for them to believe that Master [redacted] would commit suicide. There was not a doctor onboard the Morning Cloud and it was unknown if Master [redacted] was ill.

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The results of the ERT crime scene investigation of Master [redacted] stateroom and office showed no signs that a violent crime occurred in the stateroom. Investigation and testing of possible bloodstains on the floor in the bathroom resulted in negative results for blood. The stateroom and office were neat and did not exhibit signs that a struggle or violent assault occurred to Master [redacted]. The word "Auguri" that was written in foam on one wall of the office was determined through crew member interviews that the word had been written on the wall several months ago by the previous Master or his wife around the

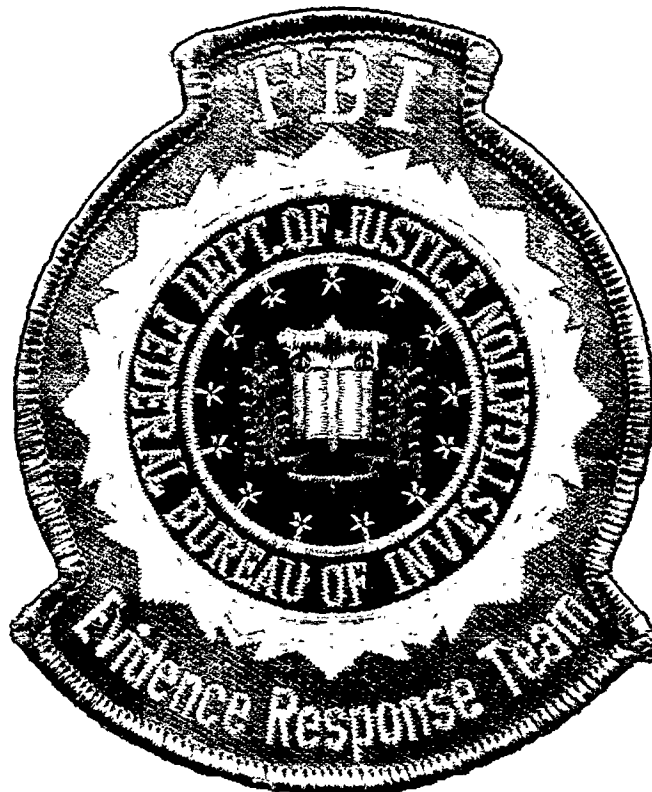
Christmas holidays. It is believed the meaning of the word means "Cheers" or "Best Wishes." No notes, journals or writings by Master [] were located which would have helped explain the reason behind his disappearance. The office safe was opened with a key which was located in the office by the FBI. The safe was opened by the FBI in the presence of the ZMA Captain and attorney and the present Master of the Morning Cloud. An unknown amount of currency was present inside the safe. Also inside the safe was various narcotics and drugs that are controlled by the Morning Cloud Master and used for sick and injured crew members. It appeared to Morning Cloud/ZMA personnel that the contents of the safe were undisturbed and nothing was missing. The contents of the safe were turned over to the port Captain and present Master of the Morning Cloud.

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In conclusion, the FBI investigation into the disappearance of Master [] of the M/V Morning Cloud cargo ship has determined that there is no indication that a crime occurred or a violent act was committed against Master []. Crew member interviews and crime scene processing gave no indication that Master [] was harmed by another crew member or that a crime occurred on the ship. It appeared, with the concurrence of Morning Cloud/ZMA personnel that the contents of the safe in the Master's stateroom were accounted for and undisturbed. In summation, no physical evidence indicated a crime occurred on the Morning Cloud and no statements made by the crew members indicated that Master [] disappearance was the result of a criminal act.

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NEW ORLEANS DIVISION



Crime Scene Investigation Report
Regarding the Disappearance of
Master [REDACTED] from the
Motor Vessel Morning Cloud
Conducted on May 30, 2008

ERT Personnel
SA [REDACTED] Team Leader
SA [REDACTED]
IA [REDACTED]
SA [REDACTED]

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45-NO-72860-45

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 06/04/2008

On Friday, May 30, 2008 at approximately 2:33 p.m. (Central Standard Time), the Federal Bureau of Investigation (FBI), New Orleans Division, Evidence Response Team (ERT) members boarded the Motor Vessel (M/V) MORNING CLOUD (freighter) for the purpose of conducting a crime scene investigation related to the disappearance of [REDACTED] of the M/V MORNING CLOUD.

[REDACTED] was a Romanian National. The M/V MORNING CLOUD is a Liberian flagged vessel which was located at approximately mile marker 135 on the Mississippi River, near Laplace, Louisiana. The FBI was provided marine transportation to the M/V MORNING CLOUD with the assistance of the United States Coast Guard (USCG). The FBI was granted authority to board the vessel by [REDACTED]

[REDACTED] as well as written permission from the Liberian [REDACTED] HIGH SEAS NAVIGATION (NO. 2) INC. Once on board, Master [REDACTED] later provided the latitude and longitude coordinates respectively, as 030 degrees 03.2 minutes North, 090 degrees 29.6 minutes North. [REDACTED] an attorney with PHELPS, DUNBAR LLP, located in New Orleans, Louisiana was also present, representing the interest of ZODIAC MARITIME AGENCIES LTD., the ship's management company. [REDACTED] with ARMSTRONG MARINE CONSULTING, represented the Liberian government, and was transported to the M/V MORNING CLOUD with FBI personnel. FBI ERT had been advised that Romanian officials were seeking forensic assistance for a potential crime scene involving the disappearance of Master [REDACTED]. The following four (4) FBI ERT personnel boarded the M/V MORNING CLOUD:

Special Agent (SA) [REDACTED] - ERT Senior Team Leader
SA [REDACTED] - photo logger
SA [REDACTED] - photography
INTELLIGENCE ANALYST (IA) [REDACTED] - sketch/diagram

The potential crime scene had been reported to the FBI as possibly having occurred in [REDACTED] quarters (see attached schematic of the M/V MORNING CLOUD's upper bridge deck). The Master's (Captain's) quarters consisted of three (3) main areas: galley/pantry area, day room also referred to as the office/living area, and a bedroom area with an attached bathroom.

The Master's quarters, upon arrival, were secured by [REDACTED] of ADMIRAL SECURITY. Supervisor

Investigation on 05/30/2008 at Mississippi River, Laplace, Louisiana

File # 45-NO-72860-45 Date dictated Not Dictated

by SA [REDACTED]
SA [REDACTED]

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45-NO-72860; 308E-NO-C65883

Continuation of FD-302 of Crime Scene Search of M/V Morning Cloud,
Master's Quarters, Upper Bridge Deck, On 05/30/2008, Page 2

[redacted] provided FBI SA [redacted] with a key to the Master's quarters at approximately 3:14 p.m. At approximately, 3:29 p.m., SA [redacted] provided the keys to SA [redacted] in order for ERT to begin their crime scene investigation. SA [redacted] donned a tyvek suit, booties and gloves before entering the crime scene. FBI SA [redacted] also donned the same protective gear and assisted SA [redacted] with the preliminary survey. [redacted] represented the Liberian government, and was asked to accompany SAs [redacted] with the preliminary survey based on his extensive maritime experience.

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The preliminary survey for evidence as conducted by SA [redacted] indicated a reddish brown stain on the floor upon entry into the Master's quarters as well as some small reddish brown droplets on the floor area near the toilet in the bathroom as previously identified as potential evidence by the USCG. Also noted was the word/letters "AUGURI" written on the interior back wall of the bookcase in a white, foamy looking substance. There was no other apparent, immediately visible evidence in the Master's quarters. After the preliminary survey was completed, SA [redacted] left the crime scene area.

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The remaining ERT members, SA [redacted] SA [redacted] and IA [redacted] donned protective gear and entered the Master's quarters. Entry photographs of the Master's quarters were completed by SA [redacted]. After the completion of the entry photographs, ERT members began searching for evidence. There was a brownish stain located at the entryway of the Master's quarters in the office/living area (See Digital Photo Log, Photos 32-35, identified by evidence marker #1). Stain #1 may have been a coffee stain. Two different types of presumptive blood tests were conducted. Both presumptive tests yielded negative results. There were also three stains, located on the floor of the bathroom near the toilet (see Digital Photo Log, Photos 77, stains identified by evidence markers #2, 3, and 4). It appeared that the stains or droplets identified by evidence markers 2 and 3 may have been paint droplets. The stain marked by evidence marker 4 (reddish-pink in color, see Digital Photo Log, Photos 82-83) appeared to be a chemical stain and did not resemble the color or characteristics related to blood. Again, two different types of presumptive blood tests were conducted and both met with negative results for the presence of blood. In an abundance of caution, swabs of the stains were collected, preserving any potential DNA evidence.

45-NO-72860; 308E-NO-C65883

Continuation of FD-302 of Crime Scene Search of M/V Morning Cloud,
Master's Quarters, Upper Bridge Deck, On 05/30/2008, Page 3

SA [] and IA [] collected swabs from each stain for a total of four items collected as documented on the Evidence Recovery Log. Evidence item number 1 consisted of two boxes, with each box containing two swabs each taken from stain #1. Evidence item number 2 consisted of one box containing one swab taken from stain #2. Evidence item number 3 consisted of one box containing one swab taken from stain #3. Evidence item number 4 consisted of one box containing one swab taken from stain #4. The evidence was returned to the FBI New Orleans Division on Friday, May 30, 2008 and was secured until submitted into the FBI Evidence Room on Monday, June 2, 2008.

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At approximately 8:50 p.m., exit photographs were completed by SA [] and the crime scene investigation was completed. ERT members remained at the crime scene area until 9:10 p.m. until the following individuals arrived to open the safe located in the Master's quarters to ensure all items were accounted for: SA [] and Port

[] At this time, SA [] provided the keys found in [] clothing in the bedroom and the safe was opened by Master []. According to [] it appeared that no contents of the safe were missing. The contents of the safe were removed by SA [] and photographed on top of the Master's desk (See Digital Photo Log, Photos 113-119). At approximately 9:30 p.m., SA [] provided the keys to the Master's quarters to [] and the contents and all keys were turned over to Master [].

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A debriefing was conducted by SA [] to SA [] in the presence of [] SA [] advised that ERT did not locate anything of forensic value in the Master's quarters to indicate a crime had occurred. There was no obvious evidence to indicate any foul play or that a struggle occurred within the Master's quarters. There were a total of four (4) items collected and entered onto the Evidence Recovery Log which were swabs of the stains located in the Master's quarters. None of the swabs tested positive for blood based on the presumptive blood test results. It was determined through interview that the Master's Day Room (office/living area) was frequented by crew members for payroll and other ship matters. Therefore, latent print collection was not conducted. Although swabs were collected in an abundance of caution, it is believed that the stains and/or spots were either coffee or paint. Interview had revealed that the word "Auguri" had been written on the Master's interior bookcase wall by a previous Master of the

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45-NO-72860; 308E-NO-C65883

Crime Scene Search of M/V Morning Cloud,
Continuation of FD-302 of Master's Quarters, Upper Bridge Deck, On 05/30/2008, Page 4

ship sometime during the Christmas holiday. The FBI departed from the M/V MORNING CLOUD at approximately 10:54 p.m.

On Monday, June 2, 2008, SA [] removed the media card from the Nikon D2X camera containing the digital images captured during the search on Friday, May 30, 2008. SA [] then attempted to burn the photographs to a DVD-R disk using a stand alone CD/DVD burning device. On two separate occasions, the device malfunctioned and the photographs failed to burn to the DVD-R disk. As a result, a laptop computer with a DVD writer was used to burn the images from the media card to a DVD-R. The images appeared to have burned properly, but the disk ejected improperly from the computer. SA [] made a written notation on the disk as such and labeled the disc as "1st Original". SA [] then burned a second DVD-R containing the images. The second DVD-R burned properly and ejected properly. The disc was labeled as "2nd original". Both of the disks were placed in the same 1-A (FD-340) envelope and sealed with red evidence tape.

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Attached to this report are the following:

- 1) FBI ERT Personnel List (1 page)
- 2) Initial Information (1 page)
- 3) Administrative Worksheet (4 pages)
- 4) Diagram/sketch (4 pages, hand drawn with measurements),
- 5) General Arrangement for Upper Bridge Deck and overall schematic of M/V MORNING CLOUD (4 pages)
- 6) Evidence Recovery Log (1 page)
- 7) Crime Scene Register for those personnel that entered the Master's quarters (1 page)
- 8) Digital Photos with photo log (30 pages)

Also made part of this report are the two original aforementioned DVD-R disks of the digital images recorded which are contained in an envelope sealed with red evidence tape.



FBI

EVIDENCE RESPONSE TEAM

PERSONNEL LIST

Personnel	Agency	Responsibility
	FBI	Team Leader
	FBI	Searcher/Finder
	FBI	Photographer
	FBI	Sketcher

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INITIAL INFORMATION

DATE OF ARRIVAL

05/30/2008

TIME OF ARRIVAL

2:33 p.m. CST

CASE IDENTIFIER

45-NO-72860

TEAM LEADER



LOCATION

General anchorage approximately mile marker 135, Mississippi River
Laplace, Louisiana USA 70068

GPS COORDINATES

LATITUDE

LONGITUDE

030 degrees 03.2N

090 degrees 29.6N

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ADMINISTRATIVE WORKSHEET



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River Laplace, Louisiana USA 70068 LAT 030 degrees 03.2N LONG 090 degrees 29.6N				
TEAM LEADER					

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Condition of Scene on Arrival	Secure				
Lighting Conditions	Interior Lighting		Weather Conditions	Sunny/Clear	
General Description of Scene	<p>Master's (Captain's) quarters comprised of the Captain's day room with a seating area, a desk, a table with computer, printer and hard drive; a safe was housed underneath the computer table; there was a pantry/galley which housed a washing machine which contained unwashed clothes and stainless steel cabinets which were all in the open position. There was also a bookcase which had the letters "Auguri" written on the interior backwall; and a bedroom and a bathroom.</p>				
Control of Scene Obtained From	Admiral Security		Date of Control Acquisition	05/30/2008	
Person in Charge of Scene at Time of Arrival	Admiral Security Supervisor Lenward Hebert; Darryl Hill & Kelly Pitre		Time of Control Acquisition	3:17 p.m.	
Person(s) Present at Scene at Time of Arrival	Status of Person at Scene				
	Phelps Dunbar LLP (attorney for				
	Port Captain				
Unidentified crew member(s)	Signed FBI in and issued FBI badges				
Preliminary Survey/ Evidence Evaluation (Notes/Observations)	<p>The Captain's quarters had previously been searched by the United States Coast Guard (USCG) at an earlier date upon report of the disappearance of Maste [redacted]. The quarters were locked and armed security guards were placed around the clock to ensure the quarters remained secure. A cursory review of the room upon entry did not indicate any obvious items out of order. However, immediately upon entry through the door there was a brownish stain noted on the tile floor. The seating area, including the chairs and sofas in front of the Captain's desk were clear except for a large white envelope on the table. The desk appeared tidy with cigarettes, lighter, and glasses laying on the desk as well as paperwork. Under a table behind the desk, there was a safe identified behind a cabinet door. The safe appeared to be in a locked position. There was a bookshelf which contained manuals and had the letters "Auguri" written on the interior backwall. The bedroom appeared normal with the bedsheets pulled up, but not made. The bathroom contained a toilet, sink, bathtub/shower. Unidentified stains in the bathroom had been previously noted by the USCG as possible evidentiary areas. However, the stains appeared to be small paint droplets and did not have any of the typical color or characteristics of blood or spatter.</p>				

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ADMINISTRATIVE WORKSHEET



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River		Laplace, Louisiana	USA 70068	LAT 030 degrees 03.2N LONG 090 degrees 29.6N
TEAM LEADER					

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<p style="text-align: center;">Special Situations, Conditions, and/or Specialists Used</p> <p style="text-align: center;">(Notes/Observations)</p>	<p>Prior briefings with the United States Coast Guard personnel via telephone indicated that there may potentially be blood evidence in the bathroom. Upon initial observation it was determined that none of the stains in the bathroom were blood. This was confirmed by presumptive tests which yielded negative results for blood.</p> <p>It was determined through interview that the Captain's Day Room (office/living area) was frequented by crew members for payroll and other related matters. Therefore, latent print collection was not conducted.</p> <p>Interview also revealed that the letters "Auguri" written in a white material on the wall of the Captain's bookcase had been there since the previous Captain, who was on board during the Christmas holiday.</p> <p>In the event safe keys were not located, it was requested that a company be contacted for entry into the safe to determine if the ship's money was still in the safe. The keys were later found in the Master's clothing and the safe was opened in the presence of [redacted] and others.</p>
<p style="text-align: center;">Crime Scene Conference</p> <p style="text-align: center;">(Notes/Observations)</p>	<p>As the presumptive blood tests taken from the stains in the Master's bathroom and the large stain identified upon entry into the Captain's Day Room were negative for blood, swabs were still collected and placed into evidence out of an abundance of caution.</p> <p>No fingerprint evidence was attempted as it was determined that crew members were allowed into the Captain's quarters for pay and other matters.</p> <p>Interview also revealed that the letters "Auguri" written in a white material on the wall of the Captain's bookcase had been there since the previous Captain who was on board during the Christmas holiday. Therefore, a sampling of the substance was not collected as it did not appear related to the disappearance of Master [redacted].</p> <p>The entire quarters were searched for any evidentiary item, forensic or otherwise, related to the disappearance of Master [redacted]. The search yielded negative results.</p>

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ADMINISTRATIVE WORKSHEET



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River	Laplace, Louisiana	USA 70068	LAT	030 degrees 03.2N
				LONG	090 degrees 29.6N
TEAM LEADER					

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<p style="text-align: center;">Final Survey (Notes/Observations)</p>	<p>At approximately 8:50 p.m. (Central Standard Time), FBI ERT members completed their search for evidence related to the disappearance of Master [redacted]</p> <p>At 9:10 p.m. SA [redacted] ERT members [redacted] Capt. [redacted] and Master [redacted] were present for the opening of the safe by [redacted]. A tin of medical supplies was removed from the safe as well as several packages of crisply bundled U.S. currency. The money was not counted or handled by the FBI as it appeared to be accounted for according to [redacted]</p> <p>During this time, a cursory check of the hard drive and a thumb drive was made by [redacted]. Neither the hard drive nor the thumb drive appeared to have any personal documents or images belonging to Master [redacted]. At 9:30 p.m., SA [redacted] released the Master's room key to Master [redacted]</p>
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Crime Scene Investigation Completed and Release of Scene Authorized					
Name	[redacted]	Signature			
Title	Team Leader, FBI Evidence Response Team	Date	05/30/2008	Time	09:30 PM
Crime Scene Released To					
Name	[redacted]	Signature			
Title	Current Master of M/V Morning Cloud	Date	05/30/2008	Time	09:30 PM

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Administrative Log		
Date	Time	Pertinent Description/Information
05/30/2008	9:00 a.m.	All FBI and ERT members meet at United States Coast Guard, Sector New Orleans, Bucktown, Louisiana for briefing
05/30/2008	1:00 p.m.	All FBI and ERT members meet at Port South LA Globalplex Terminal for briefing and to plan embarkation/debarkation
05/30/2008	2:00 p.m.	All FBI ERT supplies and equipment are on hand at dock on MS river for transport by PSV Responder to M/V Morning Cloud
05/30/2008	2:16 p.m.	ERT member [redacted] departs on first transport boat to M/V Morning Cloud
05/30/2008	2:18 p.m.	ERT members [redacted] depart on 2nd transport boat to M/V Morning Cloud
05/30/2008	2:33 p.m.	ERT members arrive at M/V Morning Cloud
05/30/2008	2:38 p.m.	Board vessel M/V Morning Cloud
05/30/2008	2:50 p.m.	[redacted] attorney provides a brief overview and bound booklet entitled "Investigation Materials" with 6 numerical tabs to FBI
05/30/2008	3:14 p.m.	FBI SA [redacted] obtains key to Master's quarters from Admiral Security Supervisor [redacted]
05/30/2008	3:29 p.m.	SA [redacted] provides Master's key to ERT member [redacted]. Preliminary survey conducted by [redacted] present.
05/30/2008	3:44 p.m.	End preliminary survey
05/30/2008	3:45 p.m.	Entry photos begin
05/30/2008	3:57 p.m.	Photos end
05/30/2008	3:58 p.m.	Sketch begins
05/30/2008	4:05 p.m.	Presumptive testing of various reddish brown stains in Captain's Day Room and Captain's Bathroom conducted
05/30/2008	4:21 p.m.	Search begins

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ADMINISTRATIVE WORKSHEET



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River		Laplace, Louisiana	USA 70068	LAT 030 degrees 03.2N LONG 090 degrees 29.6N
TEAM LEADER					

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Administrative Log

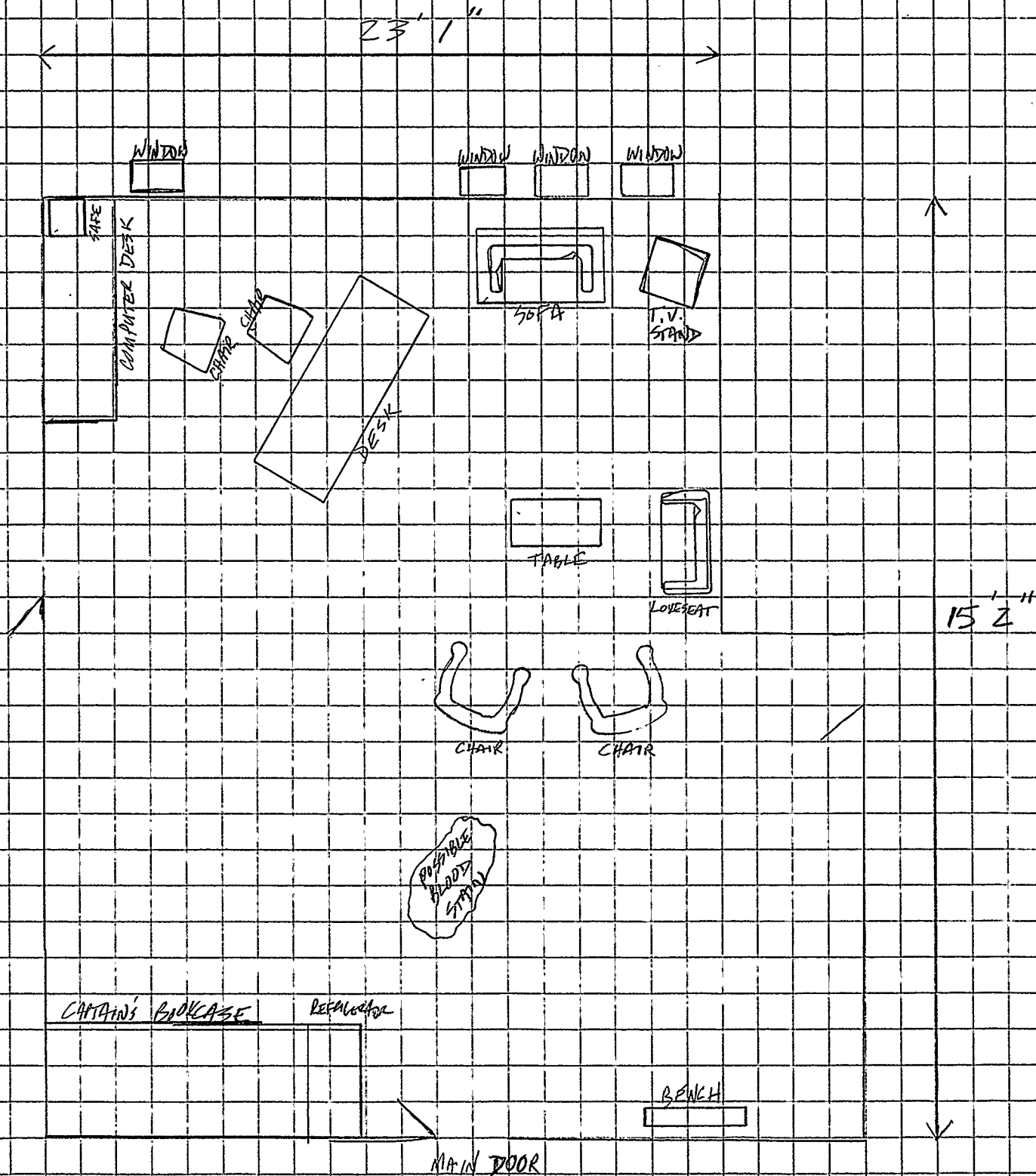
Date	Time	Pertinent Description/Information
05/30/2008	5:45 p.m.	Swabbing of various stains begins in Captain's Day Room and Captain's Bathroom
05/30/2008	6:30 p.m.	Take a 30 minute lunch break. Room is secured by
05/30/2008	8:35 p.m.	Begin exit photos
05/30/2008	8:45 p.m.	Exit photos completed
05/30/2008	8:50 p.m.	Final survey completed, awaiting safe opening with Master(s) and
05/30/2008	9:10 p.m.	and ERT members open safe and review contents
05/30/2008	9:21 p.m.	Thumb drive and hard drive are reviewed by for personal documents belonging to Master
05/30/2008	9:30 p.m.	Safe is secured by Master and the room key is provided to
05/30/2008	9:54 p.m.	briefs all agents, await release call from SIOC
05/30/2008	10:54 p.m.	Disembark M/V Morning Cloud
05/30/2008	11:20 p.m.	Arrive at dock in Laplace, LA

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SKETCH / DIAGRAM OF
CAPTAIN'S
LIVING ROOM / OFFICE

PREPARED BY [REDACTED]
MA, 30, 2000
45-ND-12860
NOT TO SCALE

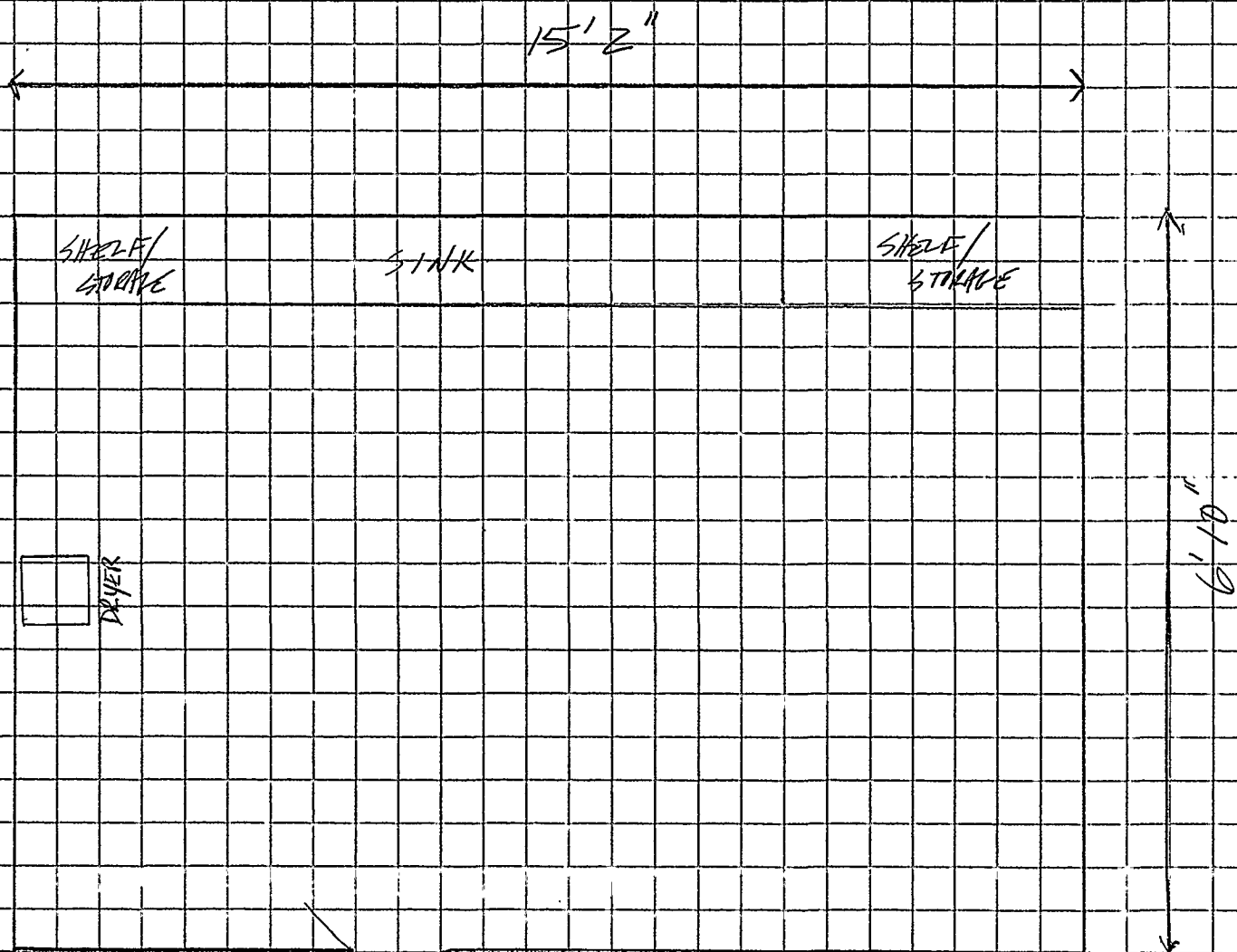
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SKETCH/DIAGRAM OF GALLEY

PREPARED BY: [REDACTED]
MAY 30, 2008
45-NO-72860
NOT TO SCALE

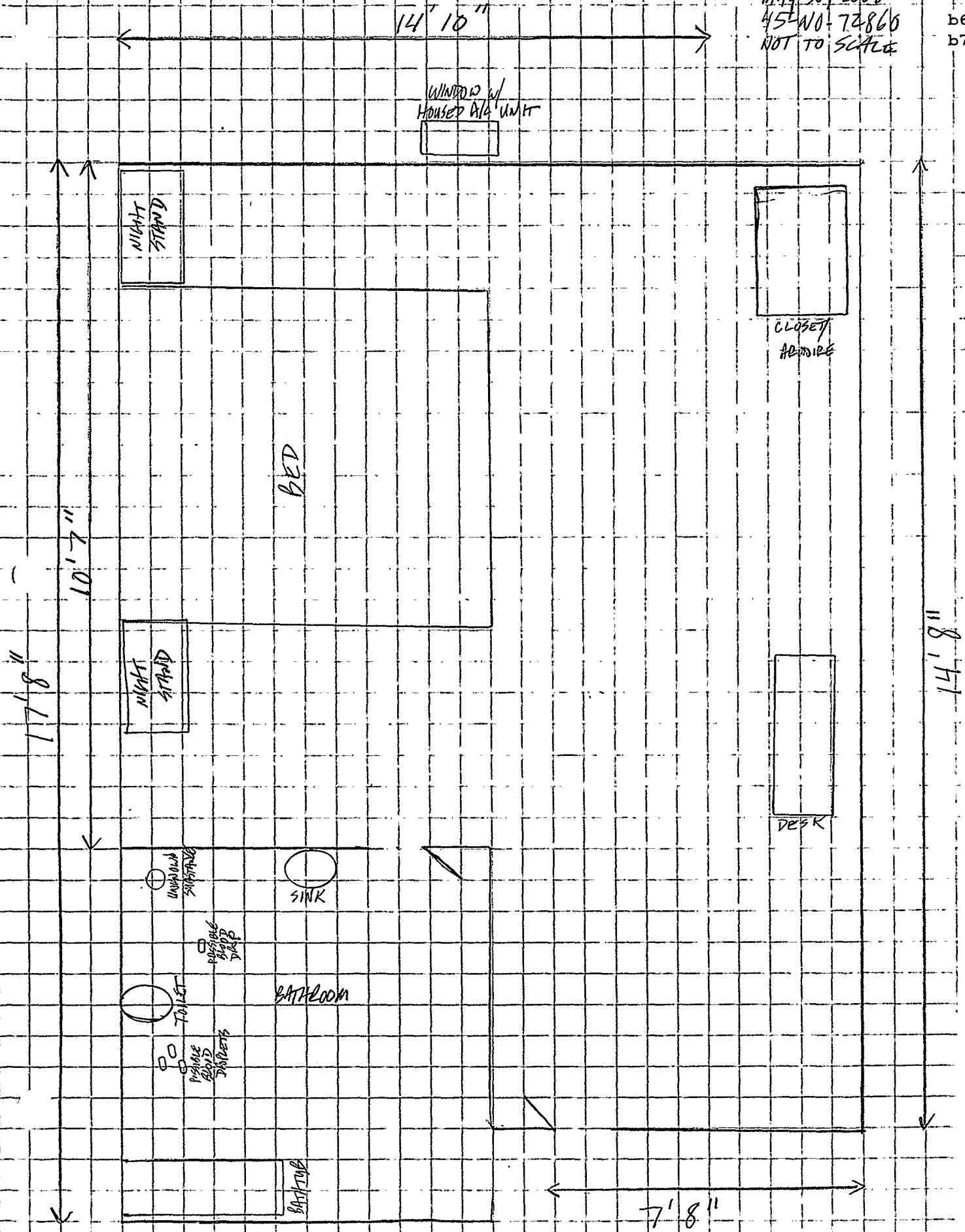
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SKETCH/DIAGRAM
CAPTAIN'S BEDROOM/BATHROOM

PREPARED BY: [REDACTED]
MAY 30, 2008
451 NO. 72866
NOT TO SCALE

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EVIDENCE SKETCH OF ITEMS COLLECTED

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Prepared by: [redacted]

MA, 30, 2009

45-NO-12860

NOT TO SCALE

BATHROOM

BATHING

②

0 0
0

2

3

4

X

2' 9"

1' 7"

6"

Y

1' 9"

4"

1' 0"

①

②

④

③

CAPTAIN'S
LIVING ROOM/OFFICE

1

X

4' 8"

Y

13' 6"

X

Y

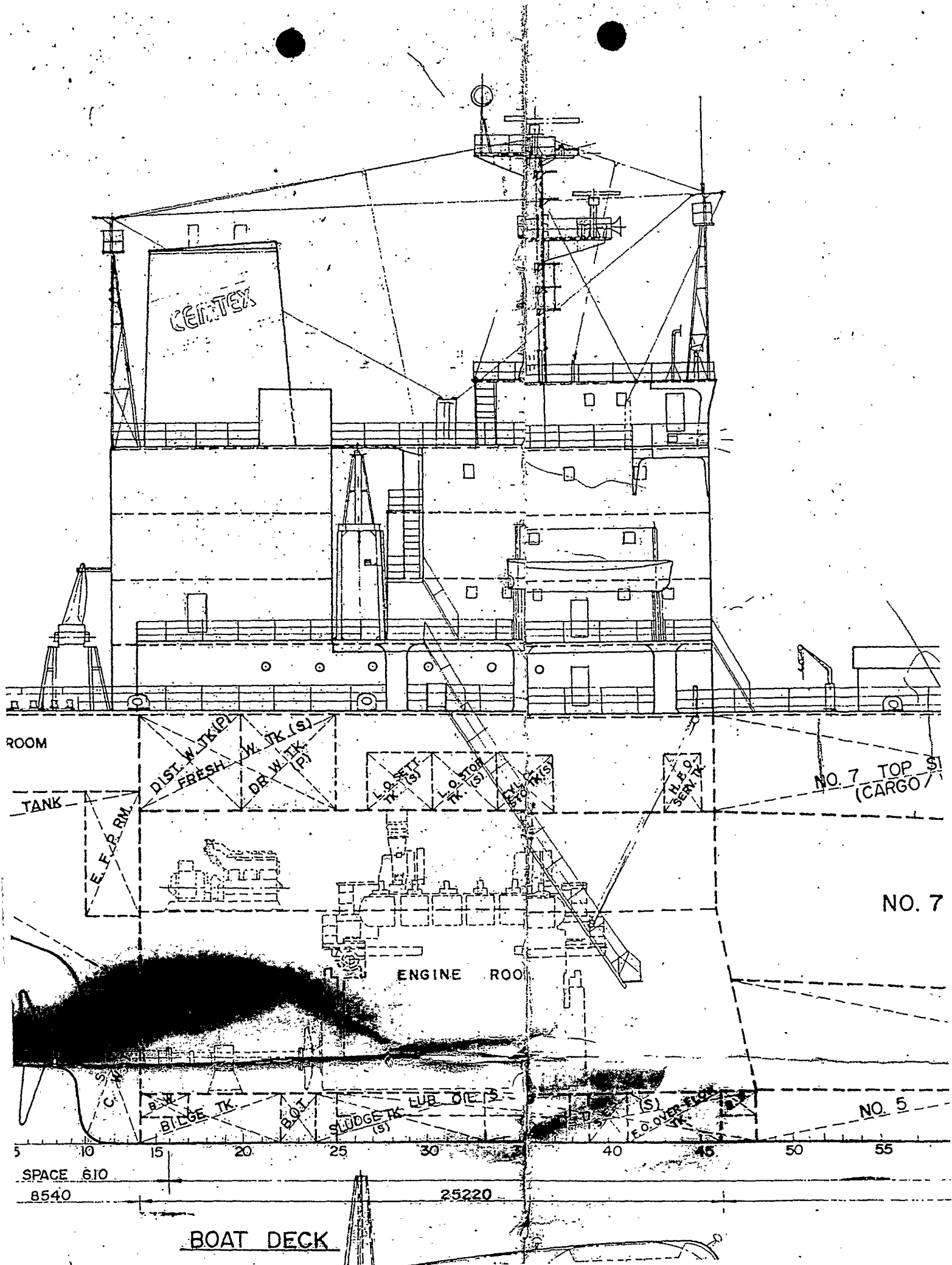
M.V. MORNING CLOUD

HK3. - 1

FINISHED PLAN

DRAWN BY		M. V. CENTEX YUAN	HULL NO.	QUAN-TITY
ENG'R			HNO. 269	
CHECKED BY			CLASSIFICATION	SCALE
CHIEF			CR / AB	1/200
DEPUTY DIRECTOR			DRAWING NO.	
DIRECTOR		GENERAL ARRANGEMENT	K 2000401	
DATE	JULY 12, 1984		中國造船股份有限公司基隆總廠 CHINA SHIPBUILDING CORPORATION KEELUNG SHIPYARD	

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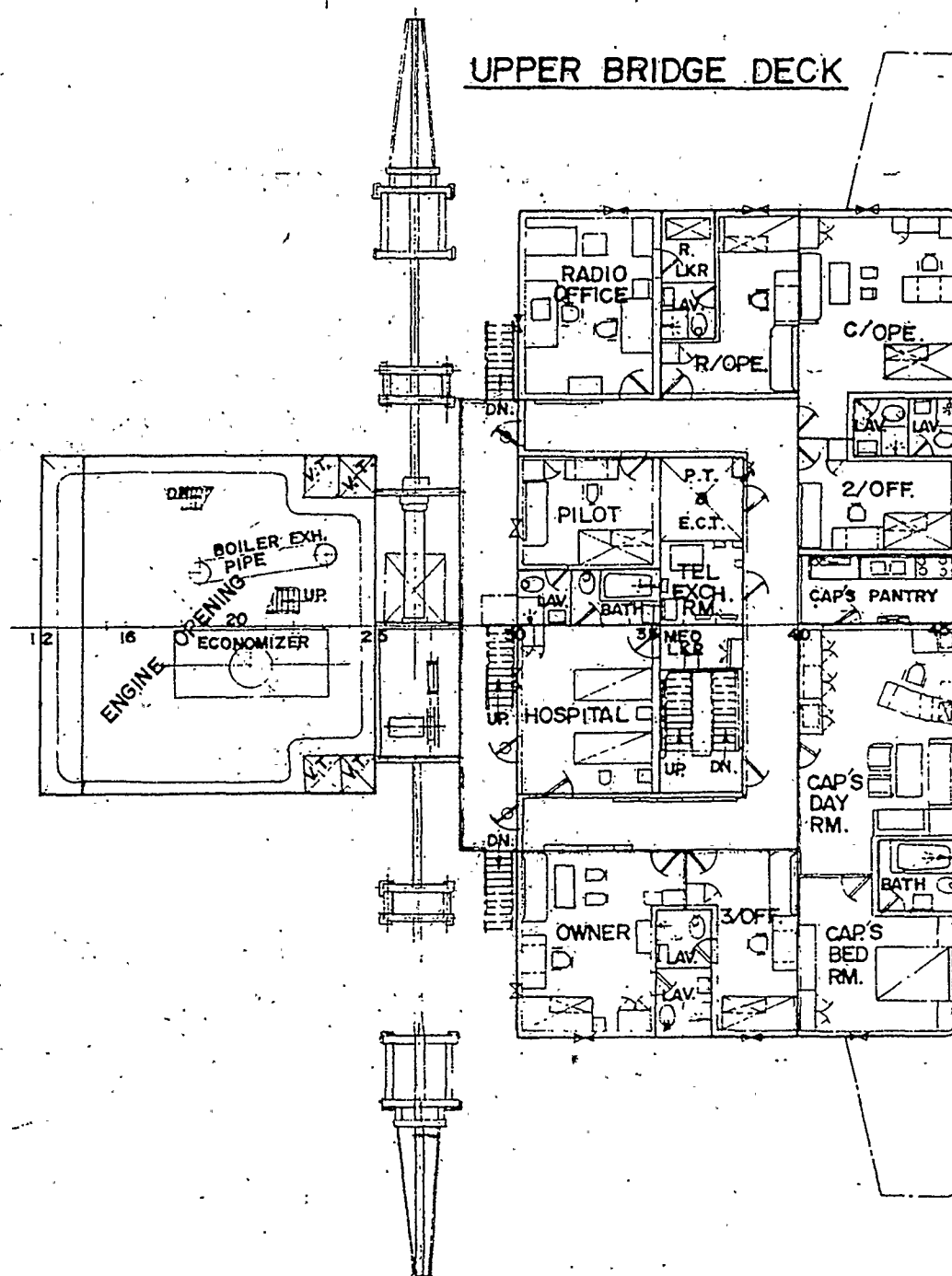
90 95 100 105 110 115 120 125 130 135

FRAME SPACE 800

24000

24000

UPPER BRIDGE DECK



NO. 6 CARGO HATCH

NO. 5 CARGO HATCH

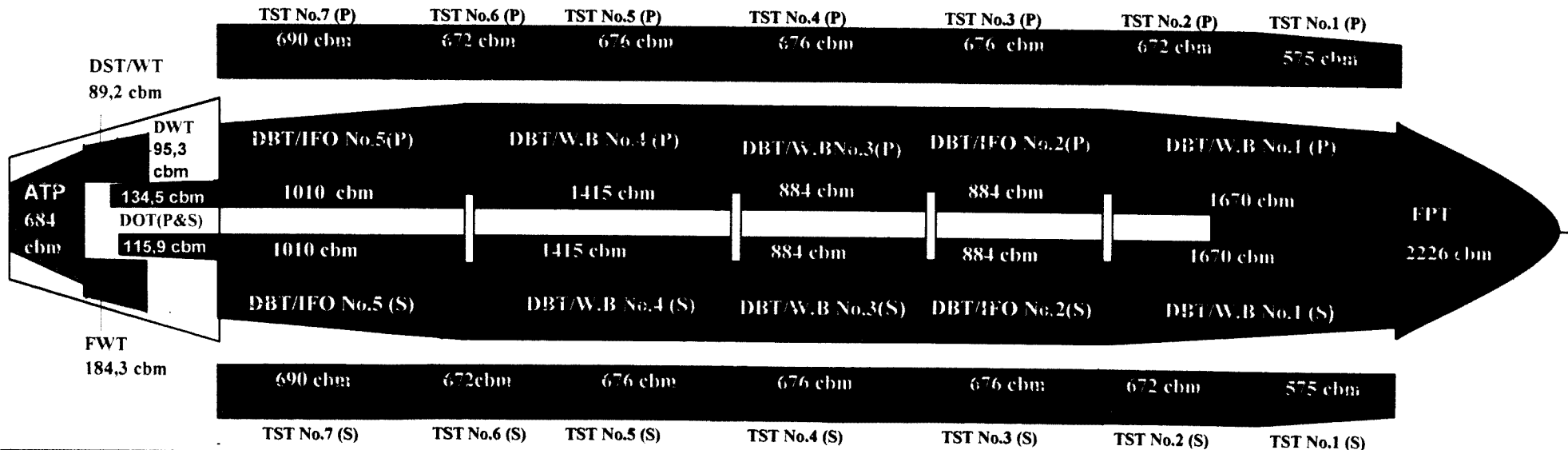
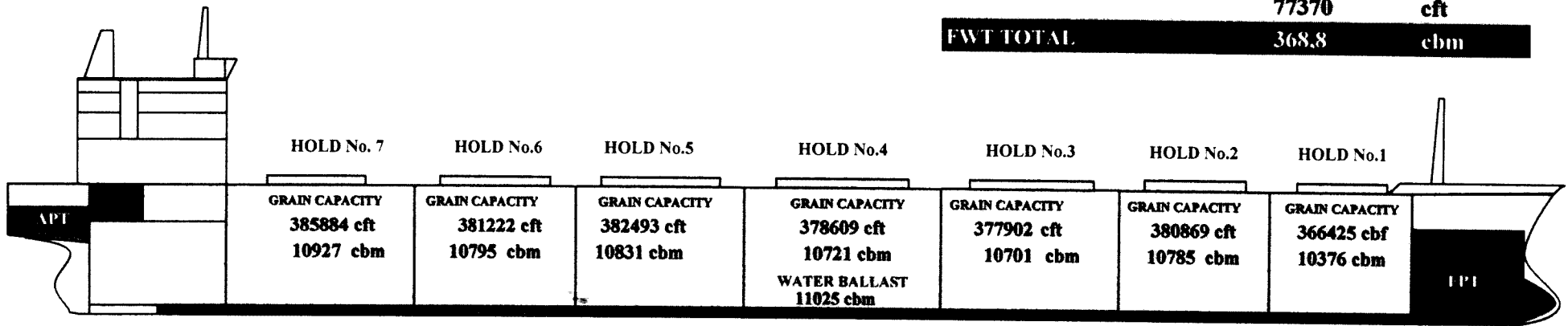
(SIDE ROLL TYPE)



**M/V "MORNING CLOUD" ~A8AW7~
MONROVIA**

IMO NUMBER 8025795
OFFICAL NUMBER 11689
CLASS NUMBER 839526

BALLAST CAPACITY		
DOUBLE BOTTOM TANKS		7938 cbm
TOP SIDE TANKS		9274 cbm
CARGO HOLD No.4		11025 cbm
TOTAL BALLAST	31144	cbm
TOTAL CARGO CAPACITY	732301	cbm
	77370	cft
FWT TOTAL	368.8	cbm



EVIDENCE RECOVERY LOG



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River	Laplace, Louisiana	USA 70068	LAT	030 degrees 03.2N
				LONG	090 degrees 29.6N
TEAM LEADER					

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EVIDENCE RECOVERY LOG

PRINT LEGIBLY

Page 7 of 8

GENERAL INFORMATION	PERSONNEL (Include Initials)
DATE <u>05/30/2008</u>	<div style="border: 1px solid black; width: 100px; height: 100px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; width: 100px; height: 100px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; width: 100px; height: 100px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; width: 100px; height: 100px;"></div>
CASE ID <u>45-NO-72860</u>	
LOCATION <u>General anchorage approximately mile marker 135, Mississippi River</u> <u>Laplace, Louisiana</u> <u>USA 70068</u>	
PREPARER/ASSISTANTS <div style="border: 1px solid black; width: 100px; height: 40px; display: inline-block;"></div>	

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ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY / OBSERVED BY	PACKAGING METHOD	COMMENTS (if needed)
1	Two boxes each contain 2 swabs of stain #1	Floor near entry, office area	<div style="border: 1px solid black; width: 100px; height: 100px;"></div>	Box	Two swabs in each box.
2	One swab, stain #2 (evidence marker)	Bathroom floor by toilet		Box	
3	Two swabs, stain #3 (evidence marker)	Bathroom floor by toilet		Box	
4	One swab, stain #4 (evidence marker)	Bathroom floor near toilet		Box	

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CRIME SCENE REGISTER



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River		Laplace, Louisiana	USA 70068	LAT 030 degrees 03.2N LONG 090 degrees 29.6N
TEAM LEADER					

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Date	Name	I.D. Number	Agency/Department	Phone Number	Reason/Purpose	In	Out
05/30/2008			FBI	504-816-3000	Searcher	3:29 PM	9:30 PM
05/30/2008			FBI	504-816-3000	Observer	3:29 PM	3:44 PM
05/30/2008			Liberia		Observer	3:29 PM	3:44 PM
05/30/2008			FBI	504-816-3000	Searcher	3:45 PM	9:30 PM
05/30/2008			FBI	504-816-3000	Searcher	3:45 PM	9:30 PM
05/30/2008			FBI	504-816-3000	Searcher	3:45 PM	9:30 PM

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DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River		Laplace, Louisiana	USA 70068	
		LAT	030 degrees 03.2N	LONG	090 degrees 29.6N
TEAM LEADER					

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Photo Number	1	Use of Scale	NO
Description	Photo Log Identifier		
Comments	Location should be LaPlace not Reserve, LA		

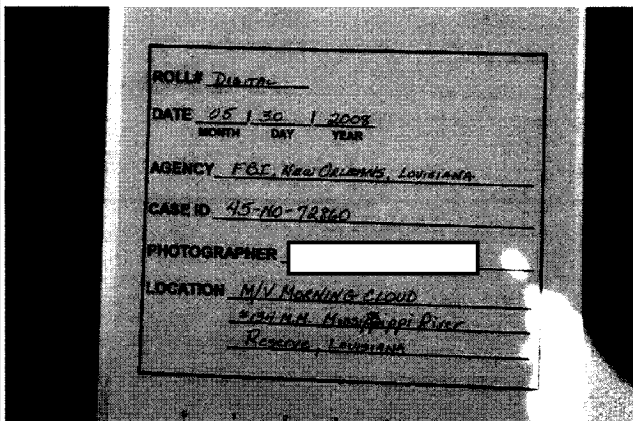


Photo Number	2	Use of Scale	NO
Description	Exterior of ship		
Comments			



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Photo Number	3	Use of Scale	NO
Description	Exterior of ship		
Comments			

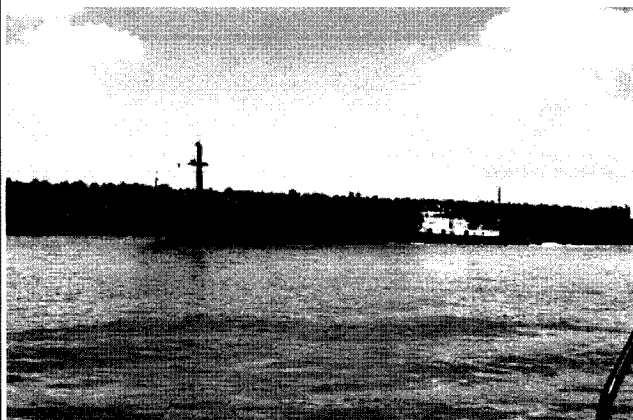


Photo Number	4	Use of Scale	NO
Description	Exterior of ship		
Comments			



DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River	Laplace, Louisiana	USA 70068	LAT	030 degrees 03.2N
				LONG	090 degrees 29.6N
TEAM LEADER					

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Photo Number	5	Use of Scale	NO
Description	Exterior of ship		
Comments			
			


Photo Number	6	Use of Scale	NO
Description	Exterior of ship		
Comments			
			

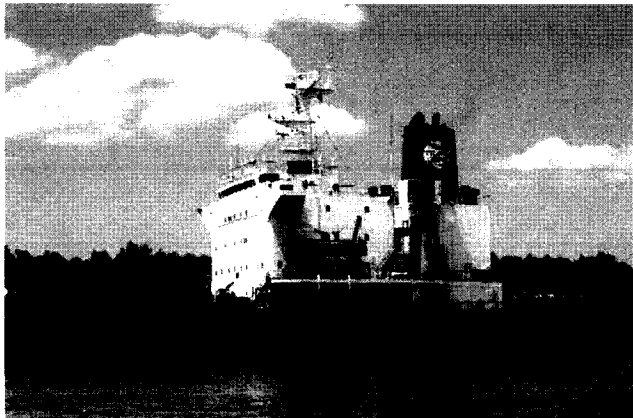
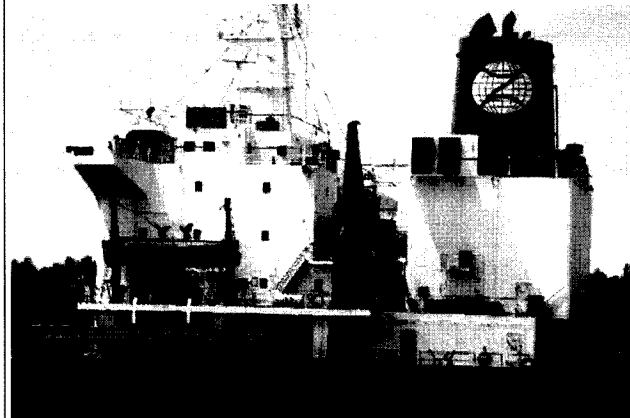
Photo Number		Use of Scale	
Description			
Comments			
			

Photo Number	8	Use of Scale	NO
Description	Upper deck, exterior		
Comments			
			

DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River	Laplace, Louisiana	USA 70068	LAT	030 degrees 03 2N
				LONG	090 degrees 29 6N
TEAM LEADER					

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Photo Number	9	Use of Scale	NO
Description	Aft, Morning Cloud		
Comments			
			


Photo Number	10	Use of Scale	NO
Description	Aft, Morning Cloud		
Comments			
			

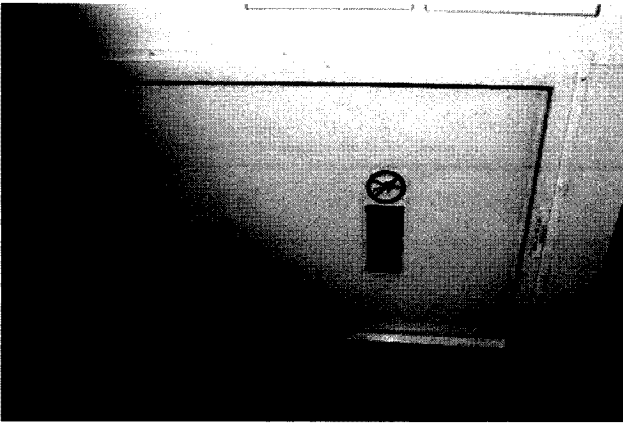
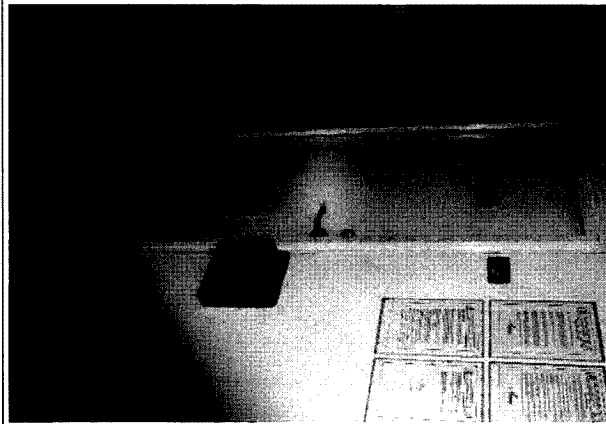
Photo Number	11	Use of Scale	NO
Description	Exterior door		
Comments	Exterior door of Master's quarters from left hand perspective		
			

Photo Number	12	Use of Scale	NO
Description	Master's door		
Comments	Master's door to quarters from right hand perspective		
			

DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River	Laplace, Louisiana	USA 70068	LAT	030 degrees 03.2N
				LONG	090 degrees 29.6N
TEAM LEADER					

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Photo Number	13	Use of Scale	NO
Description	View from door		
Comments	View from Master's door		
			

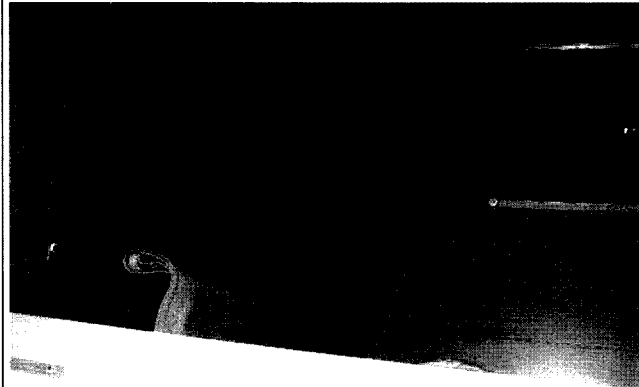
Photo Number	14	Use of Scale	NO
Description	R/H view to bedroom		
Comments	From main door, right hand view to Master's bedroom with partial rack in view		
			

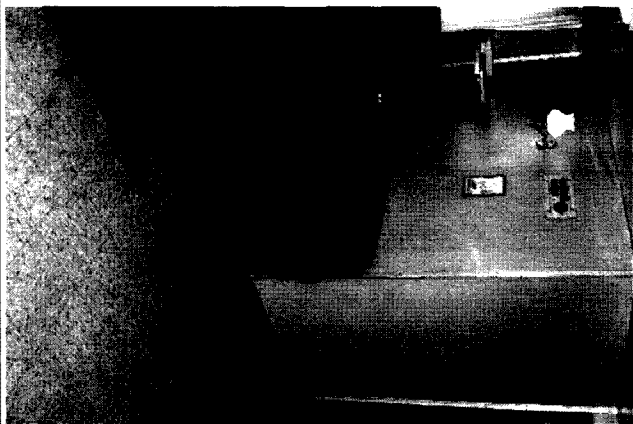

Photo Number	15	Use of Scale	NO
Description	Office area, R/H side		
Comments	Office area, r/h perspective from main door		
			

Photo Number	16	Use of Scale	N
Description	Master's desk		
Comments	Master's Desk in office area, left hand perspective from main door		
			

DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
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					LONG 090 degrees 29.6N
TEAM LEADER					

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Photo Number	17	Use of Scale	NO
Description	Pantry, l/h of main door		
Comments	Master's galley/pantry left hand perspective from main door seen in photo		



Photo Number	18	Use of Scale	NO
Description	Galley, R/H view		
Comments	Interior of Master's galley, right hand view		



Photo Number	19	Use of Scale	NO
Description	Galley, L/H view		
Comments	Interior of Master's Galley, left hand view		

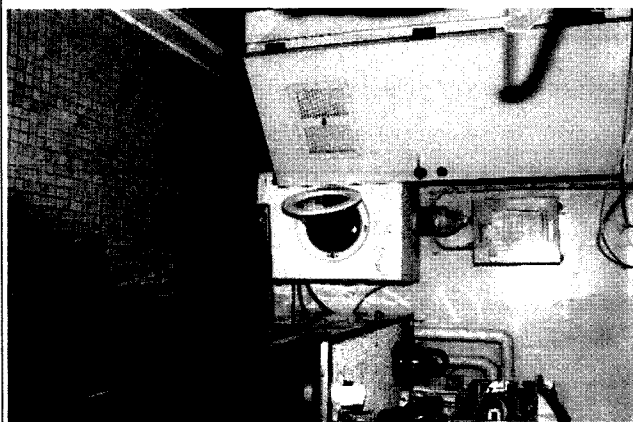


Photo Number	20	Use of Scale	NO
Description	Master's bookcase		
Comments	Bookcase is on same wall as main entry door to quarters, in l/h view of photo, galley is to the right		



DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River		Laplace, Louisiana	USA 70068	<div style="display: flex; justify-content: space-between;"> <div>LAT 030 degrees 03.2N</div> <div>LONG 090 degrees 29.6N</div> </div>
TEAM LEADER					

b6
b7C

Photo Number	21	Use of Scale	NO
Description	View into bedroom		
Comments	View into Master's bedroom from office area, on r/h side upon entry into quarters		

Photo Number	22	Use of Scale	NO
Description	Bedroom, chair		
Comments	Chair on r/h side next to dresser upon entry into bedroom		

Photo Number	23	Use of Scale	NO
Description	Dresser & armoire		
Comments	Bedroom, r/h side of Master's bedroom, dresser, mirror & armoire		

Photo Number	24	Use of Scale	NO
Description	Wall A/C unit		
Comments	View from bedroom door straight ahead to air conditioning wall unit, armoire on right, bed to the left		

DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River	Laplace, Louisiana	USA 70068	LAT	030 degrees 03.2N
				LONG	090 degrees 29.6N
TEAM LEADER					

b6
b7C

Photo Number	25	Use of Scale	NO
Description	View of bed (rack)		
Comments	L/H view of Master's bed from wall with dresser		

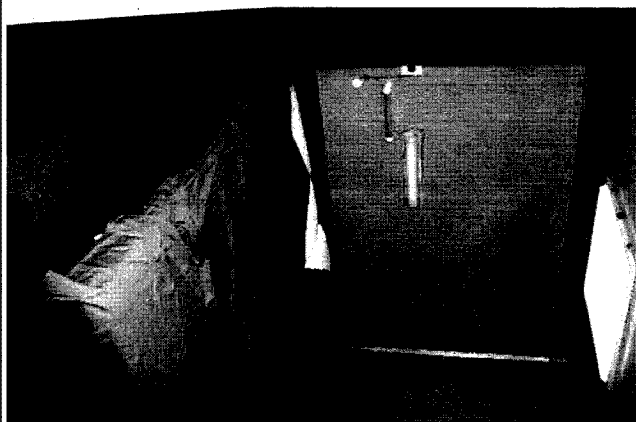


Photo Number	26	Use of Scale	NO
Description	View into bathroom		
Comments	View into bathroom, also shows open door of bedroom and far view of galley entrance		

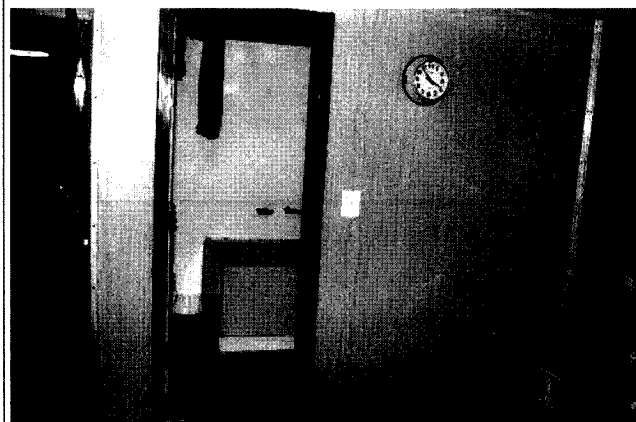


Photo Number	27	Use of Scale	NO
Description	View to tub		
Comments	View from bathroom door to front of tub		

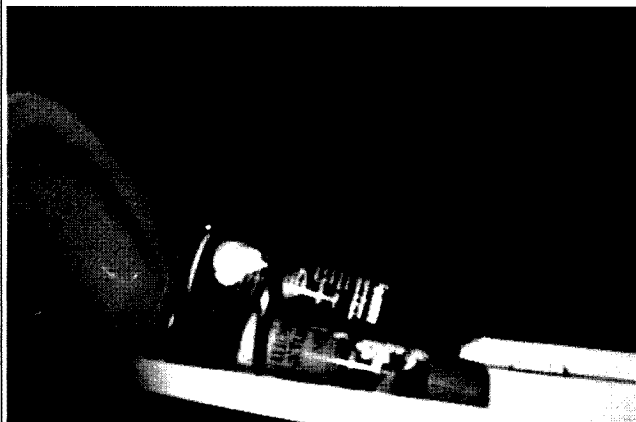


Photo Number	28	Use of Scale	NO
Description	Bathroom, tub		
Comments	View from door, middle of room, includes tub		



DIGITAL PHOTOS



DATE OF ARRIVAL	05/30/2008	TIME OF ARRIVAL	2:33 p.m. CST	CASE IDENTIFIER	45-NO-72860
LOCATION	General anchorage approximately mile marker 135, Mississippi River		Laplace, Louisiana	USA 70068	LAT 030 degrees 03.2N
				LONG	090 degrees 29.6N
TEAM LEADER					

b6
b7C

Photo Number	29	Use of Scale	NO
Description	Bathroom, l/h view		
Comments	Left hand view of bathroom, includes rear of tub and partial bucket in view		

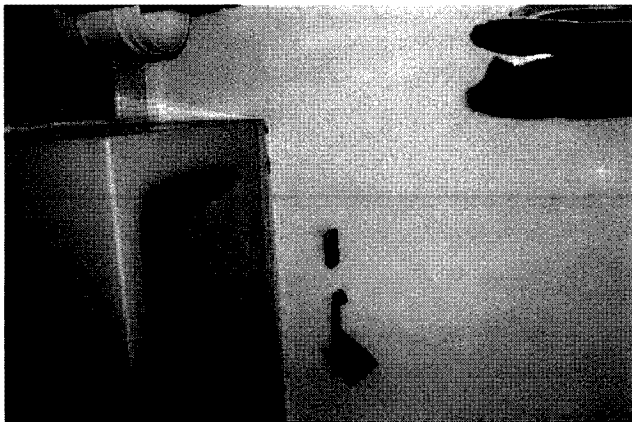


Photo Number	30	Use of Scale	NO
Description	L/H bathroom		
Comments	Left hand view of bathroom, includes bucket on the floor and one hanging from hook on wall		

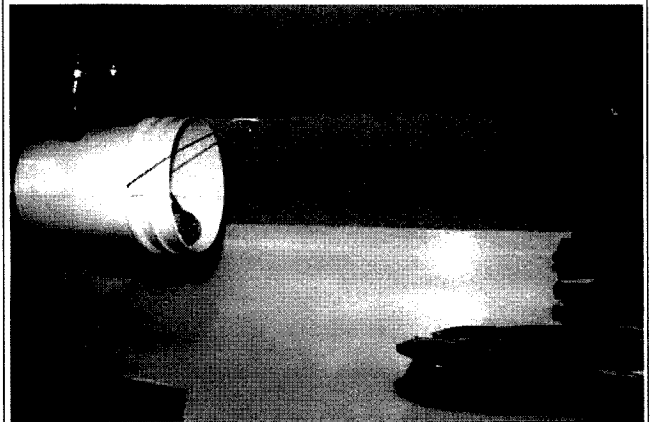


Photo Number	31	Use of Scale	NO
Description	Toilet in bathroom		
Comments	R/H view to toilet with partial sink in foreground		

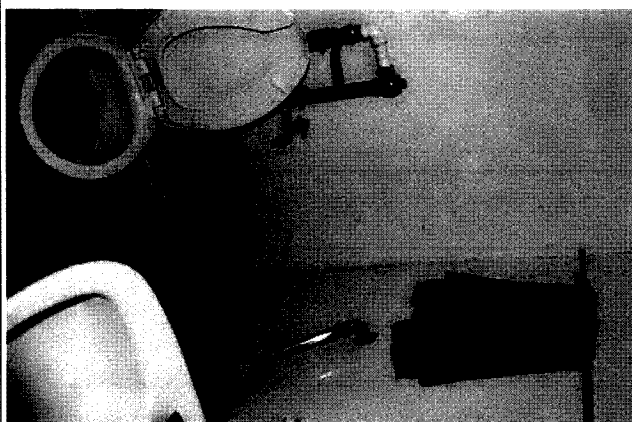


Photo Number	32	Use of Scale	YES
Description	Stain on floor		
Comments	Reddish brown stain on floor upon entry into office area, marked as item #1 (presumptive test negative for blood)		

